HIGHWAYS IN ONTARIO.

SUGGESTIONS FROM AN EXPERT AS TO THEIR CARE.

Provincial Road Instructor Campbell's First Report on the Work of the New Department—An Interesting Pamphlet.

A. W. Campbell, is a clever young engineer, who was appointed Provincial Instructor of Roadmaking of Ontario, by an Order-in-Council, dated April 15, 1896. Since then he has been lecturing and working at the good roads problem all over the country. His official report has recently been issued, and contains much valuable information.

Mr. Campbell notes the fact that the improvement of roads in Ontario has not kept pace with the progress made along other lines. He illustrates his system of personally pointing out roadway defects to Boards of Works, examining available material, deciding on the best system, and presenting the Council with an oral report, in addition to an address, covering the ground. During 1896 he visited the following places:

Towns and villages— Cobourg, Arnprior, Ingersoll, Winchester, Pembroke, Seaforth, Berlin, Orangeville, Brighton, Carleton Place, Iroquois, Galt, Clinton, Paisley, Barrie, Port Hope, Cornwall, Morrisburg, Newmarket, Woodstock, Paris.

Townships— Beckwith, Matilda, Williamsburg, Roxborough, Charlottenburg, Pembroke, North Norwich, Elderslie, West Zorra, Hamilton, Mountain, Finch, Cornwall, Lochiel, Tuckersmith, Cavan, Greenock, Puslinch, York; Winchester, Osnabruck, Kenyon, Lancaster, Stanley, East Nissouri, East Zorra, Hallowell.

The report advocates a reorganization of the statute labour laws, especially as to the collection of the road tax, which is now said to be ineffectual, wasteful and unjust. In Malden Township, in Essex County, the people abolished the statute labour system by by-law. The vote was two to one, and they are now framing plans for a new system.

WHERE THE FAULT LIES.

As to road construction, Mr. Campbell says the question of tires is an important one, and if tires of suitable width were used, a very great part of the road question would be solved. The proper application of the energy which is now wasted would, he thinks, give us a system of roads that would render the good roads movement unnecessary. As a country we should conserve our energies and exercise them in the most judicious manner. We should learn of the history of roads in countries where they dated back a thousand years, and not waste money in speculative efforts. The question is both very broad and very local. No one class of pavement can be clearly specified for all streets, and no one class or road can be adopted in rural districts, but these can all be divided into classes and placed before councils and the people in such a manner as to materially aid in proportioning pavements to requirements, and to the ability of the various communities. There are the country roads which are least travelled; there are those more heavily travelled leading to highways; there are the main highways which carry the traffic of extensive areas; there is another class of roads most largely travelled of all, necessarily rare, which verge finally into the streets of large cities; there are the streets of villages, of towns, of cities, all of varying requirements, regarding which the most reliable information should be procured. There are materials suitable for all classes of roads, and there are principles involved in the construction of pavements as with any other structure.

SOME SUGGESTIONS.

The data for determining the annual expenditure of money and labour on the streets and roads has never been collected with sufficient accuracy to permit a close statement of this element of our national taxation. Enough is known, however to warrant the assertion that it is millions annually. Of this vast sum the greater part is wasted in ill-contrived, and temporary repairs needed to keep the roads in a passable condition in the present state of our taxation it is difficult to expect the people to impose a special tax to speedily improve country roads generally. It will be found that to attain the end in view the best plan is to assemble as far as possible the forces at work, concentrating the expenditure of money and diverting to durable as much as possible of that which is now paid for merely temporary repairs. The most reasonable explanation of existing conditions is to be found in the little attention which has been paid to the effect and value of good roads. This in turn has permitted the administration of our laws to be neglected, and has not stimulated sufficient thought to develop an efficient organization of the ways and means available. No city, town or township, county or province can afford to rely solely upon its own efforts, but each should be a source of experience for the other, and all should be able to draw upon the experience of other lands, past and present, to the fullest extent. There is a great deal of past experience on which to draw, but there is more important, present and future experience which should be indexed and made available for reference.

The report contains about 100 pages, and is full from cover to cover with valuable information which every municipal council will do well to take to itself. Much interest is being taken in this question and many have been waiting anxiously for the report upon this new departure of Government work.

FICKLE.

Clara—You know Mr. Smackerton, the fellow that was engaged to Miss Trapper? That fellow never could be depended upon.

Maud—What has he done now?

Clara—[illegible] her.

A HUNTER'S STORY.

EXPOSURE BROUGHT ON AN ATTACK OF RHEUMATISM.

Nervousness and Stomach Troubles Followed — Sleep at Times Was Impossible — Health Again Restored.

From the Amherst, N. S., Sentinel.

The little village of Petitcodiac is situated in the south-easterly part of New Brunswick, on the line of the Intercolonial Railway. Mr. Herbert Yoemans, who resides there, follows the occupation of a hunter and trapper. His occupation requires him to endure a great deal of exposure and hardship, more especially when the snow lies thick and deep on the ground in our cold winters. A few years ago Mr. Yeomans tells our correspondent that he was seized with a severe bilious attack and a complication of diseases, such as sour stomach, sick headache and rheumatism. Mr. Yoemans' version of the facts are:—"I became very ill and suffered the most excruciating pains in my arms, legs and shoulders, so much so that I could not rest in any position. I frequently could not sleep nights, and when I did I awoke with a tired

feeling and very much depressed. My appetite was very poor, and if I ate anything at all, no matter how light the food was, it gave me a dull, heavy feeling in my stomach, which would be followed by vomiting. I suffered so intensely with pains in my arms and shoulders that I could scarcely raise my hands to my head. I tried different remedies, but all to no purpose. A neighbor came in one evening and asked "have you tried Dr. Williams' Pink Pills?" I had not but then determined to try them, and procured a box, and before the pills were all gone, I began to improve. This encouraged me to purchase more and in a few weeks the pain in my shoulders and arms were all gone, and I was able to get a good night's rest. My appetite came back and the dull, listless feeling left me. I could eat a hearty meal, and have no bad after effects and I felt strong and well enough as though I had taken a new lease of life. My old occupation became a pleasure to me and I think nothing of tramping eighteen or twenty miles a day. I know from experience and I fully appreciate the wonderful results of Dr. Williams' Pink Pills as a safe and sure cure and I would urge all those afflicted with rheumatism or any other ailment, to try Pink Pills as they create new vigor, build up the shattered nervous system and make a new being of you. The genuine Pink Pills are sold only in boxes, bearing the full trade mark, "Dr. Williams' Pink Pills for Pale People." Protect yourself from imposition by refusing any pill that does not bear the registered trade mark around the box.

A CLEVELAND'S WIFE BEATER.

Drunkard Nearly Kills His Wife Who Had Borne Him a Child Three Days Before.

A fifteen-year-old girl rushed from the house 28 Berge street, Cleveland, Ohio, late on Saturday afternoon shrieking for the police. Patrolmen Bidling, Meyer and Jacobson were attracted by her cries and following her into the house found Steve Ataraski standing over the unconscious form of his wife. In his hand was a cat-o'-nine-tails, and even as the police entered he brought it down again and again on the head, face, and shoulders of the woman. A blow on the head, none too gently applied, sent him reeling to the wall, and the police snapped the manacles on him before he could recover. The woman's face, head and body were covered with great welts, showing where the blows had fallen. In places the flesh was cut.

Mrs. Ataraski gave birth to a child three days ago. On Saturday the husband returned home drunk. He commanded his wife to get out of bed and prepare his dinner. She protested that she was too ill. Enraged, the man seized the cat-o'-nine-tails and beat her. Frightened, she got up and tried to do as ordered. Too weak to stand, she fell over and sank into a chair. Crazed with anger, the husband renewed the assault, and blow after blow was rained upon the woman. She rolled unconscious from the chair, and then it was that the police, summoned by the couple's daughter, burst in upon the scene. The woman was taken to a hospital. The physicians do not expect her to recover.

PROOF POSITIVE.

Uv course the sun is dying out, said the aged gentleman leaning heavily on his staff. It don't even shine as bright ner as warm as it did when I was a boy.

OUGHT TO KNOW.

Teacher—What makes you insist Willie, that fourteen ounces make a pound?

Willie—I've helped pap 'tend grocery for two years an' I guess I orter to know.

A FEMININE PARADOX.

There's another thing about woman that is paradoxical, growled Cynikv.

What's that?

The less she puts on the longer it takes her to dress.

IT'S EAST KOOTENAY NOW

ANOTHER ELDORADO DISCOVERED IN BRITISH COLUMBIA.

A Big Rush of Prospectors, Miners and Speculators Into the Country to be Opened by the Crow's Next Railway.

Here are a few New Denver notes, taken from the Ledge.

The work on the Payne waggon road will be finished this week. Nearly 1,000 tons of ore are ready to ship at the mine, and this original Slocan property keeps up its record as a wealth producer.

The Ruth is working 70 men and shipping two cars of ore a day. The ore goes to Pueblo and Everett.

There is nearly a carload of ore on the dump at the Two Friends. The original locators are working the property and feel confident that it will again be a shipper.

English capitalists are looking into the advantages of New Denver as a point for sampling works.

If more money was spent in developing the claims at the foot of Slocan lake and less in real estate, the country would be better for it.

Several Slocan mines are shut down on account of too much water from melting snow.

And while there are hundreds of properties in process of development, any one of which may yet rival the best of those I have already mentioned, yet it is not in the Slocan, but in the Fort Steele country, that the most development will take place during the coming season, says a correspondent of the Vancouver World. There is a tremendous rush of prospectors, mining men and operators into East Kootenay. The new town of Kimberley is growing more rapidly than did Rossland. Kimberley is a mining camp adjacent to the celebrated North Star mine. I am informed by mining experts of world-wide experience that Kimberley is going to become the richest lead and silver producing district that the world has ever known. This is a very strong statement, indeed, but it is unquestionably the general opinion held by mining men. The Fort Steele country is almost entirely lacking in transportation facilities. For two or three months, when the water is high, the steamers ply between Jennings, on the Great Northern Railway, and Fort Steele, but in winter and in the spring Fort Steele is separated from the railroads by 100 miles of bad roads and rough teaming. The building of the Crow's Nest Pass Railroad will tap this wonderful country, open up its rich valleys to settlement and its rich mines to industry, and I have no hesitation in saying that the resources of East Kootenay are so vast and so rich that they alone will more than remunerate capital for the cost of the Crow's Nest Pass Railroad.

The chief mining excitement for the past week has been in the vicinity of Stump Lake and Rockford, says the Nicola correspondent of the Vancouver World. At the latter place the rock is reported very rich and a New York syndicate have, it is said, bonded all the property they can get hold of for large amounts. A townsite has been secured and a concentrator for the reduction of the free ore, which is principally free milling is to be erected at once. Rockford farmers and ranchers have struck it rich. Messrs. Scott, Moreton and others in that vicinity have at last reached that long-desired goal of their ambition, which enables them to realize that there is at least half a million in it. Messrs. Miller and Thynne, two well-kknown mining men, paid a visit to the Mill Creek mining camp to the north of Nicola Lake on Monday, and are very favourably impressed with the prospects in that vicinity. More will be heard from this camp in the near future that will surprise even a Rosslander.

Some twelve miles down the lake south-east of Rat Portage some parties made find of what proves to be a very rich property, the vein being 8 feet wide, and running through about 100 acres, says the Rat Portage News. Samples of the surface ore were brought in and assayed, which showed $612 to the ton, something that the prospectors did not anticipate. Further examination was made with equally good results, and as a consequence two or three well-known Rat Portage gentlemen yesterday closed a deal for half of the property, paying in cash the sum of $6,000. That the location is a good one is almost certain or such an amount would not have been paid for a mere prospect. A gang of men were sent yesterday to strip the vein and commence development work. It is the intention to sink with a diamond drill as well in a few days so as to get the exact dip and size of vein.

CONTENTS OF THE BOTTLE.

Where a Rheumatic Sufferer Was Cured With One Bottle of South American Rheumatic Cure.

The cures effected by South American Rheumatic Cure are so quick and certain that they may well be termed marvellous. The secret is that the medicine removes from the system the acids that are really the cause of rheumatism. W. H. Cooper, of Delhi, Ont., says: "My son, 15 years old, was a sufferer from rheumatism for six months. He became so bad that he was unable to walk. I purchased one bottle of South American Rheumatic Cure from Mr. Byers, our local druggist, and the following day he was able to drive a load of wood to Delhi."

Sold by W. E. Richardson.

BACK-ACTING EXCAVATOR.

In an improved steam shovel or excavator the shovel instead of being thrust from the car of the machine in digging or taking up a load is moved toward the machine, which is thereby particularly well adapted for places where the surface to be removed is underlaid by ground too soft to support the weight of the machine after the surface is removed, as the car can travel in advance of the work.

IT DOESN'T PAY

TO PARLEY WITH RHEUMATISM.

Rheumatic joints, and aching limbs mean inability to work, and inability to work, for most people, means inability to gain a livelihood. So from that point of view it doesn't pay to parley with Rheumatism. Then there's another side of the question—the days of agony and suffering.

How many people are there whom Rheumatism compels to give up their occupation, and threw up a splendid position that it took them perhaps years to attain?

Mr. Thomas Warren, of 134 Strachan St., Hamilton, states under oath that he had to give up his situation in the shops of the "Big Four R. R." on account of Rheumatism. He tried mineral springs in Indiana and mud baths, but these did him so little good that he returned Home to Hamilton a cripple.

Then he started taking Ryckman's Kootenay Cure, and four bottles have completely cured him. He feels fit to start to work now.

If he'd only known of Kootenay at the outset, how much time and money he would have saved, and how much suffering he would have escaped.

Mr. James Watson, living at 64 Florence Street, in the City of Hamilton, makes a sworn statement, he is employed as moulder in the Grand Trunk shops. He had Rheumatism so bad in his feet and knees that he could not work steadily. He says since taking Ryckman's Kootenay Cure he has not felt a twinge of Rheumatism.

Now he can work every day, without the slightest suffering. Kootenay has put the Rheumatism to rout.

It will pay you if you are a victim of Rheumatism or Sciatica to investigate the Merits of Ryckman's Kootenay Cure. To parley with these diseases means loss of time, loss of money, loss of health.

Sworn statements of cures sent free on application to the Ryckman Medicine Co., Hamilton, Ont.

One bottle lasts over a month.

FOR TWENTY-SEVEN YEARS.

DUNN'S BAKING POWDER

THE COOK'S BEST FRIEND

LARGEST SALE IN CANADA.

TOYS FOR CHILDREN.

Some one who has been watching the vagaries of the infant mind asks why a child shouldn't be provided with some "accidental toys" at the start and so prevent the usual scenes which happen when baby is deprived of some cherished possession that is wanted elsewhere. Why not, she demands, purchase an egg beater outright for the little girl who delights in turning the crank of the one sacred to kitchen use? It would not cost as much as many of her playthings and would give her much more delight. Or why not buy a brand new lamp burner with a long wick that can be screwed up and down for the boy who hankers after the ill-smelling ones that go into the waste heap? The fascination which such things have for children can be seen over and over again. Most of us remember having had such treasures in our childhood and still experience the heart pang that would come when we watched our neighbor's Jimmy manipulating the insides of an abandoned clock. Wouldn't we then have given our Paris dolls and grace hoops over and over again for just half of those delightful wheels and springs?

CURIOUS SUPERSTITIONS.

Stopping the Clock at a Death or Birth is Still Practiced.

The superstitions which have clustered about the closing scene of human life are almost innumerable; some, perhaps, the greater portion, now seem to be meaningless, but a few had in early days a significance which they have since lost. The stopping of the clock at the moment a death occurs in the house is still practiced in many families in this country and Europe, and originated in the fact that according to the laws of several European states it was necessary to have evidence of the exact moment of births and deaths occurring in the royal family. When a king died an attendant was always present, whose duty it was to stop the clock in the royal apartment at the moment when death occurred, and the timepiece was thus a mute record of the event. From the royal families the descent of this practice to aristocratic, and, finally, to families of low degree was easy, and many persons adopted it as a mere superstition without knowing anything of its former significance. Turning the looking-glass to the wall is a superstition which is said to have originated in the country districts, of Germany during the days when mirrors were novelties. Mirrors of glass with quicksilver backs are said to have been made at Venice in 1300 A.D., and were first made in England in 1673, but did not come into common use among the middle classes until the beginning of the last century. At first they were regarded with superstitious awe, the idea being that the reflection of the face in the mirror was a sort of specter or second soul of the individual. When a death occurred the looking-glass which the person was accustomed to use was turned to the wall, lest his ghost should be disturbed by others using the mirror before his spirit had finally departed from the neighborhood, there being an idea that the spirit of the departed lingered about the vicinity for several hours, or perhaps days, after it had separated from the body.

DEATH FROM DELAY.

A life lost by heart disease when prompt measures would have saved it. This is not to be said of one death from heart disease only, but of tens of thousands. If the symptoms that warn one of heart trouble are not heeded, the outcome is almost sure to be serious. When one is fortunate enough to be acquainted with the merits of Dr. Agnew's Cure for the Heart in 95 per cent. of cases disaster is averted. This medicine will positively give relief in half an hour's time, and taken with some little degree of perseverance radically cures. If your heart palpitates flutters, or tires out easily, and you value life, use this remedy.

Sold by W. E. Richardson.

UNDER A HIGH PRESSURE

TRIP INTO BLACKWELL TUNNEL, UNDER THE THAMES.

Peculiar Intoxication Under Atmospheric Pressure—Curious Sensations While the Air Was Being Pumped Into the Chamber—The Voice Was Shrill and Ghostly

It may surprise the general public to learn that for three years hundreds of workmen have been living in compressed air, each carrying a hundred-weight of air to every square inch of his body, while we, on the surface, have borne but fifteen pounds to the square inch. This has occurred in the making of the tunnel beneath the Thames at Blackwall, London, which is described by Mr. J. M. Bulloch, in a vivid article on the subject in the English Illustrated Magazine for January, as the greatest feat in subaqueous engineering.

You may understand the process better, he says, if I describe a journey I made into the compressed air. Having half stripped and equipped myself with a rough woollen shirt, huge jackboots and leathern jacket—so that I looked like an old fashioned pirate—my guides and I sallied forth from Kent and trudged along the entire passage through mud and mire, noticing en route, an army of men engaged on all sorts of work.

Along the roof ran a line of electric lights, while in the dark corners the men used pink colored candles. A little north of Shaft 2, in which a lift was tearing up and down, taking the excavated soil to the surface, we came on the twelve feet brick barricade, which effectually corked up the compressed air and which, of course, had been moved several times as the work proceeded.

Through this barricade ran two narrow passages, about the height of an ordinary man. These were the air-locks. A little air-tight door, just like the door of a safe, opened—the air, of course, being let out in the process—and we entered. The door was closed after us, and we were left for some minutes in the lock to become acclimatized to the new atmospheric conditions of the tunnel beyond. To this end certain valves were turned on, and the compressed air from the inner tunnel poured in with the deafening roar of a steam nozzle.

A CURIOUS PANTOMIME.

Then followed a curious little pantomime. My guides holding their noses between their fingers, began swallowing vigorously, and signalled me to follow their example, speech being almost impossible, as sound depends so much an atmosphere. I felt a cracking in the drum of my ear, and little wonder, for the six thousand cubic feet of air which was being pumped in every minute was curving the membrane inward, so that I had to swallow in order to clear the Eustachian tube and get the pressure on each side of the tympanum equal.

Then I began to feel distinctly exhilarated. The increased amount of oxygen pumped in was intoxicating me a trifle.

The journey along the tunnel had been a little tiring, but now I felt sprightly. Here was the secret of youth; here was a practical demonstration of Jekyll and Hydeism. But at what an expense!

I was living ever so much quicker than the man at the surface above. Everything was living quicker. My cigar burned to ashes with the rapidity of a cigarette.

When the process of acclimatization was complete we emerged from the safe-like door at the opposite end of this marvellous chamber of youth, to find ourselves in the section of the tunnel which was worked under compressed air.

That presented a strange, unearthly appearance. Black darkness all around, save for the line of electric lights running along the roof; a strange, deathly chill; a touch of clamminess infecting everything. Our voices piped shrill and strange and ghostly.

A long caravan of mud laden trolleys from the shield were running down on rails to be emptied on the other side of the barricade, and here and there the shadowy figures of the mud-splashed workers were just visible. Three hundred feet further on we came to the shield, working as I have described.

In that little journey from the barricade to the shield one saw in exaggerated operation a series of physical laws that ordinarily escapes one's attention—acoustics, pneumatics, hydraulics—in short, the entire range of physics.

MUST BE DISSOLVED.

Kidney disease cannot be cured by pills or powders—the common sense of science. For a disordered stomach or a sick headache pills and powders are not without effect, but when these same remedies are said to cure kidney disease, the common sense of science rebukes the claim. This insidious and growing disease will not be driven from the system unless a medicine is given that will dissolve the hard substance—muric acid and oxalate of lime—that give rise to the distress and pain that is common to all who suffer from kidney complaint. South American Kidney Cure is a kidney specific. It dissolves these hard substances, and while it dissolves it also heals. The cures effected leave no question of its powers.

Sold by W. E. Richardson.

HE STATES FACT.

Is Humply telling the truth when he says he was never whipped?

Oh, yes. He's the fastest runner in town.

FRANCE SHIPBUILDING.

Though it cost from 25 to 50 per cent. more to build a merchant vessel in France than in England, according to the Vicomte d'Avenel, France still builds her own ships.