

FARM AND DAIRY.

This column is devoted to agricultural subjects, and the editors will be grateful to farmers if they will use it for the intelligent discussion of matters pertaining to their important calling.

COLONEL ALBERT A. POPE.

The Father of the Agitation for Good Roads.—What One Man Has Been Enabled to do.

From the beginning of her history New England has been noted for her remarkably able sons, men not only of sterling ability but of indomitable push, whose courage could not be dampened and whose well directed labors have, as a rule, been crowned with success. Among business circles the name of Col. Albert A. Pope holds an enviable position. He has a magnificent physique and an unusual amount of personality and magnetism on which he freely draws for the successful accomplishment of any enterprise he may undertake. He has done more to bring about public interest in the improvement of highways than any other individual whose name is identified with this important movement. In point of fact, he is so universally recognized as the father of road reform in this country that some of his friends have jocosely dubbed him "The Colossus of Rhodes" (Roads), the greatest highwayman of America. Reforms start from small beginnings. It is only after years of struggling that some of them gain the public ear and acquire sufficient impetus to ensure their ultimate adoption. The value of good roads has, in a way, been known and appreciated from the earliest historical times.—"The memory of man runneth not to the contrary"—yet highway improvement in America has but recently come to the front as a question which deeply concerns national prosperity and therefore demands immediate and careful consideration.

There never was an era which equalled the present one in the development and rapid growth of both national and international trade, and in direct proportion to this growth has the value of good roads increased. Colonel Pope has been persistent in his endeavor to educate the public to the importance of this reform which he rightly places in the very forefront of the great question of the day. His interest on the subject was at first purely local. When he first began to ride the bicycle his attention was forcibly called to the bad condition of the roads in the vicinity of Boston and to the great necessity of bringing about a much needed improvement in their condition. He adopted every means at his command to commend this to public attention. The inception of this work dates back as far as '77 when he began to deliver earnest speeches in support of the movement at the meetings of the League of American Wheelmen, before the Carriage Builders National Association, and wherever he found a suitable opportunity to defend the interests of the reform. At his own expense he established in the Massachusetts Institute of Technology a special department devoted to road engineering, and, though his personal influence, Professor N. S. Shaler of Harvard College was led to introduce a road engineering course in the Lawrence Scientific School. In 1892 Col. Pope took the first steps towards making the road movement national in its scope. At that time he entered upon a systematic effort to arouse the leading men of the country to a realization of the vital importance of this reform. President Harrison was one of the first to respond and his recommendation of the movement received the endorsement of his cabinet, of members of congress, many governors of the states and representative citizens in all stations of life. Recognizing the power of the press as an engine for the foundation of public opinion a correspondence was opened with the editors throughout the country with the idea of gaining the co-operation of journalists in support of the good work. Many prominent newspapers of the country devoted space to the free discussion of the question and have since kept up a road department for the dissemination of interesting news concerning the construction of highways and the proper method of keeping them in repair.

Letters were sent to the presidents of the various colleges throughout the United States, resulting in a marked increase of highway engineering, culminating in many instances in the establishment of lecture courses on this and kindred subjects. As roads are the natural feeders of railways it was suggested to railway officials that it would be to the interest of their various roads to offer special rates of transportation of road material and machinery to be used in the construction of public highways. All agreed that some concession should be made, and several offers were extended in accordance with which greatly reduced rates were given, and, in some cases, even free transportation offered. Colonel Pope's speeches and publications on Good Roads have been circulated widely and accomplished a great deal towards the education of the public in this particular line. Perhaps the master stroke in the good roads agitation was the monster petition which Colonel Pope presented to Congress asking for the establishment of a road de-

partment for the purpose of promoting knowledge in the construction and maintenance of our highways. As a direct result of this petition a clause was inserted in the Agricultural bill appropriating \$10,000 to enable the Secretary of Agriculture to make inquiries in regard to systems of road management throughout the United States, and to prepare publications on the subject suitable for distribution. A special agent has been put in charge of this work and the department is from time to time publishing bulletins which give the result of their investigations in the form of a convenient compilation. All of these government reports are to be had on application to the Secretary of Agriculture and should be consulted by all who are endeavoring to formulate State laws on the subject or are arranging for a road campaign in their respective districts.

The Massachusetts highway commission was formed practically upon the lines indicated by Colonel Pope who believes that every state should establish a similar commission in order to make possible the careful construction of state and interstate roads. The Massachusetts commission consists of 3 experienced men whose term of service is three years each, and it is so arranged that there can be one new commissioner elected at a time. The Massachusetts legislature has recently appropriated the sum of \$300,000 to be expended under the supervision of the commissioners in building new state roads or in transforming old roadways into state highways. Following up this educational policy Colonel Pope has constructed a cross section of Macadam and Telford roads which is at present on exhibition at 221 Columbus Avenue, Boston. The work was done under the immediate supervision of Mr. W. E. McClintock, C. E., instructor in road-making at Harvard College and a member of the highway commission. It is therefore correct in every detail and is an object lesson which hundreds of people take advantage of daily. As one looks into the window the portion to the right shows the Telford road with its side drain filled in with broken stone, and the various strata above, while the portion to the left illustrates the Macadam style, built, in this case, on a sandy foundation and finished with a layer of crushed stone. In looking at this cross section one is naturally reminded of the saying of the artist, Thomas Nast, who in his lecture on characters asserted that "cartoons reach a class that is seldom influenced by printed matter." The man who takes one good look at this cross section may be able to give points to those who have read much more than he has. "One of the greatest aims of today is the development of many character. Our government recognizes this and spends millions annually for the betterment of the race. Isolate a community or a family and it will stagnate, live in ruts, and die without leaving any impress on the civilization of its generation. Open and maintain suitable highways throughout our land and illiteracy and unwise conversation will disappear like dew before a summer sun. The slums of our cities will be deserted, for healthy suburban dwellings will be within the reach of all. The tone of our citizenship would be thus elevated and the health of the people ensured. Both sound finance and true philanthropy demand good roads." Such are some of the arguments which Colonel Pope has urged upon the public attention.—*Turf, Farm and Home.*

Sir John's Opinion of Public Life.

Hon. David Mills, M. P. is one of the best men in Parliament. He possesses shrewd common sense, sound judgment, and great ability. Such a man is always fair to a political opponent. In discussing the issues of the day at Thamesville, Ont., recently Mr. Mills, who, as everybody knows is a leader in the Liberal party, paid this tribute to Sir John Thompson: What he (Sir John) did in the way of securing a more honest and efficient administration shows what he himself would have always preferred. Sir John Thompson possessed a remarkably clear intellect and a fine moral sensibility. He was reserved, and sometimes seemed cold, because he was not demonstrative; but, on the contrary, he was extremely sensitive, warm in his attachments and easily wounded by judgments that were unjust. The attacks that were made upon him on account of his religion by some of those who claimed to be his followers and the supporters of his party disgusted him, and in a great measure neutralized any pleasure which otherwise he might have taken in public life. On one occasion he said to me: 'Do you like this life? I confess it has no charm for me, and I can't help feeling that any man of ability is a fool to come here. In private life you can be pecuniarily better off; you have peace of mind, domestic enjoyment and a reputation about such as you merit; but here what have you got? A blackened reputation, which, bad as it may be, some think is better than you deserve. My advice to every man of ability and sense would be to keep out of Parliament.' So I say that under a calm exterior there were very tender and acute sensibilities and a mind eminently just.

Take K. D. C. for sour stomach and sick headache.

An Exodus Back.

Rev. Father Paradis, late Oblat, who has been in Toronto for the past few days, is employed upon an errand which is of much importance to this province, for he it is who is the manager of the migration to Canada of some 3,000 French-Canadians who are now in Michigan. It is to Ontario, to the district immediately north of Lake Nipissing, that this new stream of settlers is to be directed, and the reverend father, who is well acquainted with the district, in which he has been a highly respected missionary for upwards of 20 years, has been busily engaged in Toronto interviewing the government, arranging details with the Crown Lands Department, making careful copies of the maps of the district in question in the surveys branch, and attending to the thousand and one details which are inseparable from so large a movement. It was while he was seated in the last mentioned office, carefully copying a very full map, which displayed not only the lots into which a township was divided but also the features of the surface, that a reporter of the Globe saw the veteran missionary and learnt from him some of the more prominent features of his schemes.

The settlement of French-Canadians, which is affected by the proposed change, is located mainly in the county of Houghton, in Michigan. These people were in the first place attracted to this section by the copper mines which are in the vicinity, and many of them have been settled there for 20 years. When the mines were first opened the copper brought extremely good prices; there was plenty of work and wages were good, and French-Canadian workmen flocked from many a place in Quebec. Now, however, the price of copper has fallen until it is little more than a sixth of what it formerly brought, works have shut down, and many of the workmen have been out of work for a year. The soil is altogether too poor to farm, and this large colony finds itself there, without work, without much in the way of resources, and with real estate of a considerable nominal value. In this state of affairs Father Paradis has stated the idea of a return to Canada, and after deliberation on their part, 572 families, numbering some 3,000 souls, have announced their determination to come back. Father Paradis is now making the necessary arrangements, and before the end of the winter the migration will begin, while in early spring the entire party will be domiciled in the new lands of Ontario.—*Toronto Globe.*

Should you want to make a harbour for your carriage that wants painting, bring or send it to McKenzie, the Sleepless Painter, who is always awake to do business in his line. Shop, Loane's Factory, Connell St., Woodstock. Address John McKenzie, P. O. Box 209.

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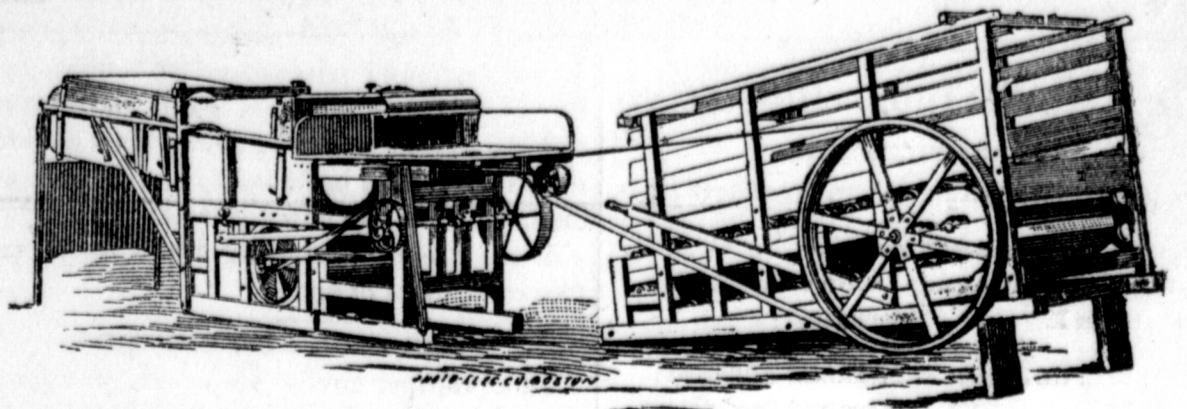
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NOTICE.

NOTICE IS HEREBY GIVEN, that application will be made by the applicants herein-after named, to His Honor the Lieutenant Governor in Council, for a grant of Letters Patent under the Great Seal, according to the provisions of the Act of the General Assembly, 56th Victoria, Chapter 7, intitled "The New Brunswick Joint Stock Companies' Act, 1893," incorporating the applicants and such other persons as may become shareholders in the proposed Company, a body corporate and politic, under the name and for the purposes hereinafter mentioned.

1.—The proposed name of the Company is "Small & Fisher Company."
2.—The objects for which the incorporation of the Company is sought is,—(a) To acquire and carry on the business now and heretofore conducted by the firms of "Small & Fisher" and "Union Foundry Co." together with the lands and premises connected therewith and belonging thereto and all improvements, plant, machinery and buildings thereon. (b) To carry on a general manufacturing and foundry business embracing the manufacture, purchase and sale of harvesting machinery, farm implements, wheeled vehicles, brick, lime, coal and lumber, and all kinds of mill machinery, machinists tools and supplies, and also all other kinds of implements, articles and supplies used in farming and agriculture. (c) To purchase and sell patents and to grant licenses to use the same. (d) To generate, sell, lease and use electricity for lighting, heating and mechanical purposes and to transact all business connected therewith and incidental thereto, and for the said purposes, by its agents, servants and workmen, to enter upon any public streets, roads, squares, open plots of ground or highways, in the Town of Woodstock, in the County of Carleton, and Province of New Brunswick, and break up and open such public roads, streets, squares, plots of ground or highways, or any part thereof, for the purpose of erecting and maintaining poles and posts and stringing and maintaining wires for electric lighting, heating, and mechanical purposes, and for renewing and repairing the same, subject to such conditions as the Lieutenant Governor in Council may prescribe, and to do such other acts and things as are incidental thereto. And if desired for any of the aforesaid purposes to sell and convey all or any portion of the said properties.
3.—The office or chief place of business of said Company is to be in the Town of Woodstock, in the County of Carleton, in said Province of New Brunswick.
4.—The capital stock of the said Company is to be Sixty thousand dollars, divided into six hundred shares of one hundred dollars each. The amount of the capital stock actually subscribed is thirty two thousand and seven hundred dollars.
5.—The names in full, addresses and calling of each of the applicants are—
John Fisher, Woodstock, N. B., Manufacturer.
Williamson Fisher, Woodstock, N. B., Foundryman.
Harry A. Nash, Woodstock, N. B., Moulder.
Frederick F. Harrison, Woodstock, N. B., Machinist.
J. Chipman Hartley, Woodstock, N. B., Barrister-at-Law.

The first three named of whom are to be the first or Provisional Directors of said Company, are Dated at the Town of Woodstock, N. B. the 5th day of February, A. D. 1895.
HARTLEY & CARVELL,
Solicitors for Applicants.



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Notice of Sale.

To the Britton Mining Company of New Brunswick, and all others whom it may concern:
TAKE NOTICE that there will be sold at Public Auction in front of the Post Office, in the Town of Woodstock, in the County of Carleton, Province of New Brunswick, on TUESDAY, the FIFTH DAY of MARCH next, at ELEVEN of the clock in the forenoon; the lands and premises hereinafter mentioned, that is to say: "All that moiety or one half all the mines and minerals whatsoever in or under the piece of land situate in the Parish of Wakefield, in the said County of Carleton, and described as follows: Commencing on the west side of the Canada Road where crossed by a certain brook at the line between Mrs. Bishop's and one William Britton; thence running southerly along said Canada Road about eight rods to road leading to said William Britton's house, thence along said last mentioned road twelve rods, thence Northerly and parallel to said Canada Road eight rods or to said Brook thence down along said Brook in its centre to the place of beginning." Together with all and singular the buildings, improvements, privileges and appurtenances to the said premises belonging or in anywise appertaining. The above sale will be made under and by virtue of a power of sale contained in a certain Indenture of Mortgage, bearing date the twenty-fourth day of October, A. D. 1890, and made between the said Britton Mining Company of New Brunswick of the one part, and the undersigned of the other part, default having been made in the payment of the moneys secured.
Dated at Woodstock, in the county of Carleton, this twenty-ninth day of January, A. D. 1895.
DONALD MUNRO,
Mortgagee.

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