

Value of Good Roads.

The value of good roads has been strikingly emphasized by some statistics published recently in the United States. It is shown that the average cost per ton for hauling over the common country roads is \$3 for a twelve-mile haul, or 25 cent per ton per mile. Careful estimates also place the total tons hauled at 300,000,000 a year and the average haul at twelve miles, thus making the total cost of getting the surplus products of the farm to the local markets or to the railroad \$900,000,000.

This figure, which is the result of exhaustive official investigations, is greater than the operating expenses of all the railroads in the United States, which for the year of inquiry were only \$818,000,000. In other words, it costs something like \$82,000,000 more to haul farm products to the local points where they enter the distributing system than it does to operate the entire railway system of the United States, comprising nearly half the mileage of the world!

These figures can be characterized only as startling. It has long been generally recognized that the methods of reaching markets for the products of the farm are imperfect almost to the extent of being primitive, it not prohibitive, beyond certain distances, not only in the United States, but to a greater extent in Canada. It needed no official investigation to bring out that fact. It has also long been recognized that there can be no comparisons between the relative economy and efficiency of transporting freight over railroads and the hauling of it in wagons over ordinary roads. Notwithstanding this, however, the statement that it annually costs the farmers of the United States over \$80,000,000 more to haul their products to the shipping points than it does to operate the entire railway systems of that country comes with a force little short of a shock.

It appears that the average cost of moving a ton of farm products to the shipping point in fifty-five counties in West Virginia is \$3.40, while the average expenses of shipping it to the best markets by rail or water is only \$3.27. Many of the countries show a much greater difference. In Boone County, for instance, the cost of moving a ton of farm products to the nearest shipping points is \$8, while the expense of shipping the same ton to the best markets where the highest prices are obtainable is only \$2.50.

These figures plainly reveal that the defect in existing systems of distribution is not so much in the railroads as it is in the wagon roads. In addition to looking for reduction in the rates of the former, attention should be given to a greater extent to the improvement of the efficiency of the latter. In spite of some late disasters, the statement can fairly be made that the railway companies of the country have been constantly improving their facilities. The public has reaped the benefit of these advances in better and more convenient methods of transportation if not in decreased rates. On the other hand the condition of the highways, both in city and country, has shown little or no improvement. While to some extent a systematic attempt has been made to improve the common roads, the progress has been slow and unsatisfactory. It is time for all the provinces to turn their attention to the inauguration of some system for the general betterment of the common roads of the country. It is also pressing time for the city to enter upon a wholesale campaign, not alone of roadbed, but also of sidewalk improvement.

The Use of Shall and Will.

An understanding of the laws regulating the correct use of the auxiliary verbs, shall and will, requires considerable study of the operation of the power of volition and the ability to make rapidly some fine psychological distinctions. Unless one has been trained in childhood to employ the works correctly, and has an intuitive perception of the nice difference between them, it is very difficult to avoid frequent errors and confusions in the use of Shall and Will. Books have been written to illustrate the distinction between Shall and Will, but instead of illustrating the subject, the books have obfuscated the intellects of their readers.

Richard Grant White, in "Words and their Uses," has a chapter on Shall and Will. He says that people of English stock generally use Shall and Will correctly; but that the Irish and the Scotch, the people in the Southern and Western States, and he might have added, of Canada, even when they are professional men of letters, make either no discrimination or an incorrect discrimination between Shall and Will. Mr. White states his idea of the real discrimination between Shall and Will in these words:

The radical significance of Will (Anglo-Saxon willan) is purpose, intention, determination; that of Shall (Anglo-Saxon sceal,

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ought) is obligation. "I will do" means, I purpose doing—I am determined to do. "I shall do" means, radically, I ought to do; and as a man is supposed to do what he sees he ought to do, "I shall do" came to mean "I am about doing"—to be, in fact, a mere announcement of future action, more or less remote. But so you shall do means, radically, you ought to do; and therefore unless we mean to impose an obligation or to announce an action on the part of another person, over whom we claim some control, shall, in speaking of the mere future voluntary action of another person, is inappropriate; and we therefore say you will, assuming that it is the volition of the other person to do thus or so. Hence, in merely announcing future action, we say I or we shall, you, he or they will; and, in declaring purpose on our own part, or on the part of another, obligations or inevitable action, which we mean to control, we say, I or we will, you, he or they shall.

The rule is very clear until one comes to apply it. One cannot make hair-splitting mental analyses in conversation without wearying of the labor, and most people will prefer the rule of the English scholar. Mr. Marsh, who is criticized by Mr. White for the opinion that the distinction between Shall and Will "has at present no logical value or significance whatever." After going through Richard Grant White's book until one feels ashamed of one's ignorance of the mother tongue, it is only human to rejoice at the discovery that Mr. White has written, "But it DON'T much matter." Even the great Homer sometimes nods.

The Importance of Recreation.

(Dr. Thomas Denison Wood, of the Teachers' College, Columbia University, in Good Housekeeping.)

What, then, shall a man do to get the exercise and recreation which are so much needed? It is difficult to say. There are so many interesting and enjoyable things to do in this world that the choice must be an individual one.

The main thing, however, is to have some enjoyable recreation, and then to enjoy it.

I know a man who has practically forgotten how to take and enjoy a vacation. He is more unfortunate, in many respects, than if he had lost an arm. In time his work will lack much of the quality and endurance that it might have had, and the world may be deprived of the wholesome influence, the saner personality, of the man who never grows old.

But to return to the play: One man romps and plays with his children in the nursery. Another has a roomy attic fitted up as a gymnasium, where various members of the family play and exercise together. This is an admirable use to make of an attic, and fortunately the home gymnasium is becoming popular. It may be large or small, simply or elaborately equipped; the main thing is to have some place of this kind and then to use it.

The billiard table provides for an old and admirable form of exercise—unfortunately, too expensive for many. Ping pong is cheaper, new and lively; all forms of indoor recreation are useful in bad weather and after dark, but to do things out of doors is always more wholesome and more exhilarating. The "love of out-of-doors" is one of the most useful and primitive passions that a man can retain.

The Parisians are benefitted immeasurably by the time they spend in the beautiful parks and suburbs of their great city. No one can estimate the value to the Englishman and to the English nation of the universal devotion to out-of-door sports in the British Isles. Fortunately for our own individual and national life, after the precocious and painful serious childhood of our country (more especially that part of it which was reared in New

England), we are learning as a people to laugh, to play, and to enjoy life in and out of doors. Then there is so much to do out of door; in the woods, by the stream, in the mountains, on the seashore; anything but to go to a popular crowded summer resort, fashionable or unfashionable.

One may be a naturalist, professional or amateur; study the flowers, study the birds, gather rocks or bugs or any kind of animate or inanimate thing. If the individual enjoys doing it it will bring him good. On the other hand, one may be just a primitive man and hunt, fish, tramp, climb, swim, row, camp out away from the haunts of men. This return to the simple, primitive life of nature for a few days or a few weeks of each year, or when one can, is a panacea for many of the ailments of mind and body known to the physician or suffered by any one.

The human machine, brain and muscle, all together, can be kept at the height of efficiency only by regular eating, regular sleeping, regular exercise and recreation. The essential thing is to do something and to do it regularly, moderately, joyously; to go to bed each night reasonably, and to some extent at least, muscularly, tired; to sleep soundly and sufficiently, to get up in the morning rested and ready to do an honest, successful day's work with comfort and satisfaction.

International Trade Delusions.

American protectionists who think that the export of manufactured goods is the measure of a nation's prosperity are distressed over the recent publication of comparative statistics showing their own country a rather poor fourth among the nations. During the fiscal year 1902 the United Kingdom exported manufactured goods to the value of £230,000,000, Germany to the value of £150,000,000, France £85,000,000, and the United States £80,000,000. The fact that a certain line of goods is advantageously shipped from a certain political area should not in itself cause any alarm or exaltation. The nation as a trading unit is a delusion. All trade is between individuals, not between nations, and if it happens to cross a political boundary and get recorded it is purely a matter of personal profit. If the southern States had seceded, the combined "trade" of the two nations would seem far greater than that of the nation as now organized. The vast interchange of goods between the north and south, the exchange of wheat and timber for cotton and fruits, would have swelled the export and import records of both nations. This great volume of trade is now unrecorded. No statistician takes cognizance of it. But it does not follow that it is not quite as profitable and advantageous as if it were tabulated in official records.

If people form themselves into a small nation a greater proportionate amount of their trading will naturally be carried on across political boundaries. Those who think trade must be more profitable, because it crosses such boundaries will regard the small nation as the more successful. That delusion is sometimes avoided by adopting another, and estimating the aggregate instead of the per capita foreign trade. If a few people establish themselves as a nation, almost all their trade must be international. But if we realize the poet's dream of "the federation of the world" there will be no international trade. Under that great and perhaps undesirable centralization, however, trade would be none the less profitable. The American nation has the benefit of the greatest free trade area in the world. The products of its people are so varied that trade across its boundaries is of comparatively little importance. For that reason the people have been prosperous under one of the worst systems of trade restriction ever devised by the ingenuity of man, a system virtually sufficient to depopulate any small trading area. The faithful adhere to the view that the Americans owe their prosperity to the obstruction of their international trade, and outside the republic there is a tendency to imitate their folly.—Toronto Globe.

France's Costly Colony.

President Loubet, perhaps stimulated by the example of Mr Chamberlain, is about to

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undertake a long tour of inspection in Algeria. He will examine the centres of colonization, will visit the Kabyle tribes, will hold a discussion with the semi-independent chiefs, and will study for himself the arrangements for garrisoning the colony. The precise object of the unusual journey is not stated. The Algerians, white and brown, have many grievances, some of which the President may be able to remove; but he is a man of business capacity, and we should imagine that his chief wish would be to ascertain whether the great cost of Algeria to France could not be diminished. Large reductions are inevitable if the French Budget is to be fully adjusted, and some of them must be contributed by the Colonial Department. There is little hope of an improvement in the local revenue, for the French are not colonists; and as little of a reduction in the cost of the garrison, for they have not conciliated the Arabs, or killed out their hope that they may one day recover their old dominion. Algeria gives employment to as many white troops as all Northern India.—London Spectator.

An Emergency-Closet.

Living quite remote from the source of supplies, I often found it a serious problem, when not thoroughly prepared, to know how to manage a dinner for friends who had come from a distance, until I decided to have an "emergency-closet." In it I keep a can each of tomatoes, peas and salmon; a bottle of salad-dressing; some dried bread-crumbs, and a can of grated cheese. This is not an expensive stock, but with the usual supply of rice, raisins, macaroni, crackers, etc., will save the hospitable housewife no end of worry. A fruit-cake with a nice sauce furnishes a good substitute for plum-pudding.



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