DEPUBLICAN NEWS ITEM CHARLES L. WING. Editor

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ROADS OF ONTARIO.

GOOD HIGHWAYS BEING CONSTRUCT ED IN THAT PROVINCE.

Report of Road Commissioner on the Work Accomplished.-Modern Methods of Highway Building Adopted With Good Results.

The eighth annual report of the On tario commissioner of highways not only describes the work accomplished in that province, but gives a number of good reasons why every county should improve its roads. The report in part is as follows:

'In the past roadmaking has been by many too lightly regarded. Its importance has not been seriously realized, yet the result of a careful summing up of all facts pertaining to the problem leads to but one conclusion. The development of any, of every, country is absolutely impossible without good country roads.

"Good or bad country roads are not merely a matter of convenience or inconvenience to the farmer and his fam-They affect the annual income and the value of the farm many times what the cost of a good road would be. Millions of dollars have been spent upon railways and their equipment, canais, harbors, lake and ocean steamship lines. Yet without common country roads all this vast expenditure would be futile. Every ton of freight has to be carried to or from the railway or steamer over the common roads. At a period of bad roads rail-way and steamship traffic is reduced to a minimum, and the current of trade is much impeded. No public work would contribute more to the individual prosperity of the citizens of every class than would the general improve ment of country roads. While farmers would be most largely and most directly affected, all would feel the benefit. A country of good roads is invariably a country of good houses good barns and a contented and pros

perous farming community.
"Much has been done and is being done to improve the conditions of coun try roads in Ontario. In 1796, when the first parliament of Ontario (then upper Canada) assembled to Niagara-on-the-Lake, among the first acts was one establishing a system for opening and establishing a system for opening and maintaining roads. From that day to the present roadmaking has been one of the chief concerns of the municipal government. Unfortunately much of the effort and energy applied to the improvement of roads have not been systematically directed, so that the condition of the average country road is by no means what it should be This is by no means what it should be. This is unfortunate in many ways. But the recent activity in regard to the good roads movement has accomplished much and is most encouraging. A general reform of roadmaking methods is gradually being brought about, with a corresponding improvement in the condition of the roads.

"The organization of the Ontario Good Roads association in 1894 was the first step toward a campaign for road reform. It was felt by those in-terested in this association that the existing systems of road maintenance, almost wholly dependent upon statute labor, had outlived their usefulness and that the adoption of modern and efficient methods should be urged. Delegates were elected to address farmers' institutes, dairymen's and other conventions held in the province. In this way the subject was first brought before the public and a more active in-terest aroused.

"Two years later, in 1896, the Ontario government created an office, that of the provincial highway commisstoner, for the purpose of further stim-ulating an interest in the improvement of country roads. By means of litera-ture on the subject township councilors and others having supervision of road building throughout the province have en instructed as to the best means to adopt in obtaining economical and per manent results. Public meetings have been held in all parts of the province addressed by the commissioner of high-ways, at which roadmaking in all its branches has been discussed. These meetings, with rare exceptions, have been largely attended, and a strong interest in road improvement has been aroused which directly or indirectly is turned to practical account on the roads of the districts thus visited and in the system of road management. Throughout the province there has been a general improvement as regards methods of draining roads, grading them, applying gravel or stone, con-struction of culverts and bridges and the roadmaking implements used.

the roadmaking implements used.
"By the end of 1903 about 130 townships had abolished or commuted statute labor, and in its place, with more or less modification, had been adopted systems whereby fewer and more permanently appointed road over seers take the place of the path mas ters of the statute labor system and by which all road work is paid for in a business-like way. Proper roadmak-ing machinery is being employed. Defi-nite methods of doing the work have been established, and altogether new life has been infused into road improvement wherever the new plans have been adopted."

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will open September 10,190. and will continue to run on Thursday, Friday and Saturday until noon each week until November 18, 1904.

J. M. GONVERSE.

Transfer of License.

Notice is hereby given that an applica-tion for a transfer of license granted to .W L. Saxer of Dushore to Patrick Daly and the same will be presented to the Court of Quarter Sessions on Friday, Nov. 11, 1904. at 10 o'clock a. m. Thos. E. Kennedy, Clerk, Clerk's office, Laporte, Pa. Nov. 1, '04.

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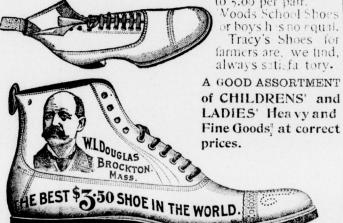
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FAMILY.

Williamsport & North Branch Railroad TIME TABLE. In effect Monday. Oct. 3, 1904.

Flag stations where time is marked "i" AMA. M. AM STATIONS. AMAMA M. P. M. PM PM PM PM P. M. P. M. P M P. M. A.M.

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