

FREE THOUGHT FREE SPEECH AND A FREE PRESS.

will extend its strong and adequate protection to its citizens, to its officers, and to its humblest sailor when made the victims of wantonness and cruelty in resentment, not of their personal misconduct, but of the official acts of their government.

We have little doubt but that the Congress will sustain the President. And if he is promptly supported, we are pretty sure of a settlement of the controversy without war. The only danger of war lies in the remote possibility of an unpatriotic opposition springing up in our own country. In that case the Chilean administration might feel encouraged to continue its obstinate and spiteful course.

—Since the above was in type the report is that Chili has yielded to the ultimatum of our government. The comments of the English press on the message were in the main favorable.

The President's Message on Chilean affairs will be found on the third page of this number of the ADVANCE. Simultaneously with the reading of the message a dispatch from Santiago to the Associated Press announced that Chili would apologize for the offensive note of the Chilean Secretary and agree to refer all matters in controversy to an arbitration. The State department has received confirmation of this statement. So the war flurry may be considered as having passed into history.

GOOD ROADS.
(From the "Gospel of Good Roads.")
VIII.
When I write to you about these roads of Europe I know that you are apt to believe that these European countries are more wealthy than ours; that they are more thickly populated; more thoroughly cultivated; and that these splendid roads are built for the accommodation of only those farmers whose lands are highly cultivated; but in this you are wrong. France is divided into eighty-seven "departments" or political divisions, which, in many respects, are not unlike our countries. In eighty-one of these eighty-seven departments the population per square mile is less than that of the State of Rhode Island; in seventy-eight it is less than that of Massachusetts; in sixty-six it is less than that of New Jersey, while if you take the combined area of New York, Pennsylvania, Connecticut, Massachusetts, Rhode Island and New Jersey it will appear that the average population per square mile of these States exceeds that of seventy out of the eighty-seven departments of France. Many of these departments in France are less populous than the thickly settled counties in our western States, but the uniform excellence of the roads is everywhere maintained.

Many years ago the French farmer had the same method of making and repairing the wagon roads that is followed in your country to-day. He quit farming for several days each year and "worked out" his road tax. Do you think he could be induced to go back to the old style of doing things? The road surface is smooth and dry; the tall poplars on either side have been trimmed to the upper branches so as to let in the sun and air and hasten the drying of the road after a storm. Then notice the heaps of broken stone on each side of the road. These are used by the workmen in making constant repairs from day to day whenever the least imperfection appears.

In Belgium also the principal roads are built and maintained by the general government, and in 1880 in the nine provinces of Belgium over 70 per cent of the highroads were of this class, the entire length of high-class roads being 4,173 English miles, out of a total of five thousand two hundred and eighty-six of roads of all classes. The best roads of Belgium are in the provinces of Namur, Liege and Luxembourg, and permanent employees are kept on the roads under the direction of the chief engineer of the province, for the purpose of insuring the observance of the regulations and looking after the constant repair of the highways.

In Baden the main roads are under the supervision of the State authorities, and are cared for with a studious regard for the requirements of the farmer and inland travel. Under the law relating to roads in Baden, the duty of maintaining the road falls as follows: One quarter each upon the parish (town) and district (country) in which the road is situated. The remaining one-half upon the State treasury.

In Hesse-Darmstadt the roads are divided into two classes, called State roads and district roads, of which the former are a direct care and charge upon the general government, and when the district roads become so important as to require the attention of State officers, they can, under direction of the district assembly ("Kreistag") be declared State roads. Every district is bound to appoint the necessary officials connected with the district roads. These officials consist of a skilled person who must be capable of filling the office of district overseer and a proper force of laborers requisite for the work in hand. Annual sums are allotted to each province out of the

The Best Cough Cure

is, undoubtedly, Ayer's Cherry Pectoral. Its record covers nearly half a century, and each year shows an increased demand for it. As an emergency medicine, this preparation has no equal, thousands of lives having been saved by its timely use.

"I find no such medicine for croup and whooping cough as Ayer's Cherry Pectoral. It was the means of saving the life of my little boy, six months old, who was seized through the worst case of whooping cough I ever saw."—J. Malone, Piney Plains, Tenn.
"I have used Ayer's Cherry Pectoral and administered it to my children, and find it an invaluable remedy for colds, and for almost every ailment of the throat and lungs."—M. S. Randall, 204 Broadway, Albany, N. Y.

"Two generations in our family have had experience with Ayer's Cherry Pectoral. Our confidence in its curative qualities is unshaken."—E. Gilbert, Editor of the Reporter, Abilene, Texas.
"I have used Ayer's Cherry Pectoral in my family for thirty years and have always found it the best remedy for croup, to which complaint my children were subject."—Capt. G. Carley, Brooklyn, N. Y.
"A severe cold, followed by a hard cough and bleeding of the lungs, would, probably, have proved fatal but for the use of

"I suffered for more than eight months from a severe cough accompanied with hemorrhage of the lungs and the expectoration of matter. The physician gave me a host of drugs which did me no good, but my druggist prevailed on me to try Ayer's Cherry Pectoral. I did so, and soon began to feel better. My lungs healed, and I became stouter and healthier than I had ever been before. I would call Ayer's Cherry Pectoral the 'Elixir of Life.'"—F. J. Olden, Salto, Buenos Ayres.
"For years a confirmed asthmatic as to the merits of proprietary medicines, was at last converted by the use of Ayer's Cherry Pectoral. For months a bottle of this medicine, of which I had come into possession through the kindness of a friend, remained unopened in my closet, till one night I was seized with a violent cold accompanied by a hacking cough. Having none of my usual remedies at hand, I thought of the

Ayer's Cherry Pectoral,
and determined to give it a trial. The result was truly magical. Relief came almost instantly, and after repeating the dose, certainly more than half a dozen times, I found myself thoroughly cured. Subsequently my daughter was cured of a severe cough by the use of the Cherry Pectoral."—J. H. Ritchie, Commission Agent, Kingston, South Australia.
"Having used Ayer's Cherry Pectoral, I find it one of the best cough remedies and would not be without it for any amount."—Edmund Kingsland, Trav. Agt. of the Ches. A. V. & O. Co., Baltimore, Md.
"I use Ayer's Cherry Pectoral in my practice, and pronounce it to be unequalled as a remedy for colds and coughs."—J. G. Gordon, M. D., Carroll Co., Va.

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State budget to pay the cost of making and maintaining the public roads. In Italy the Minister of public works is at the head of the Department of public roads. The construction of these roads is, in most cases, undertaken by contract, the work being carried on under direction of Government engineers. These contracts extend also to the work of maintenance and repair, and include the transport of materials, the cost of earth works, embankments, drainage, masonry, iron-work, stonework, removal of snow, mud and dust and the care of border trees planted along the sides of the highways. The contractor is bound to deposit a fixed sum of money in the hands of the public officials, to insure the performance of his contract, and on the termination of a contract, the road must be delivered up in perfect order and repair to answer the description contained in the specifications, and all defects becoming apparent within one month thereafter, are made good at the cost of the contractor, under an estimate of the chief engineer of the district. The money deposit of the contractor is only returned to him upon the compliance of all the terms of his contract and in case of his neglect or refusal to execute the orders conveyed to him by the highway official, the latter has power to direct the necessary work to be carried on at the expense of the contractor. A repetition of any fault on the part of the contractor, results in the termination of his contract and the confiscation of his money deposit. The government road laborers are called "Cantonniers" and are selected with great care, special reference being had to character and honesty. They must be of robust constitution and must be able to read and write. Each one of these cantonniers is provided with a full set of tools and implements specified by law. His hours of work are from sunrise to sunset, and each day he is obliged to go over the entire track of road placed in his charge. He must be constantly upon the line of his work in all kinds of weather, and in case of necessity, he is bound to work on public holidays. His chief duties are the leveling and repair of the highways; the removal of snow, mud, dust, etc. He must assist travelers in distress and vehicles disabled by accident or by weather, and for any neglect of duty, he may be fined, suspended or dismissed, according to the degree of the offense. The fines accumulating during the year are divided among the deserving cantonniers or given to one of the mutual benefit associations, of which they are members. Cantonniers who serve with credit and distinction for three or more years are promoted and given an increase of monthly wages. In the five years from 1873 to 1878, Italy spent about \$16,000,000 on her roads, although before her appropriation was made, many excellent highways existed in all parts of the kingdom. In 1881 Italy constructed about 120 miles of new road and had then about 11,000 miles in course of construction. Mentioning the policy of the Italian government with respect to its maintenance of the public roads, Mr. Beauleker, representing the British government at Rome in the year 1882, in his official report to the home cabinet said: "It is therefore

evident that the Italian government are doing their utmost to develop rapidly and extensively the means of communication in the kingdom, and there is little doubt that the large outlay incurred, is fully justified by the increased prosperity and wealth of the country. At that time, something more than 5,000 miles of roads were in charge of the Italian government. More than twenty-five hundred cantonniers were employed and their services were devoted to the care of all the national roads except five. In the Netherlands, as in the countries already mentioned, the principal roads are maintained at the expense of the State. In Portugal a similar rule is adopted. The State takes the responsibility of the construction, maintenance and service of all important roads connecting the provincial capital and the principal frontier towns. The directors of public works and skilled engineers have the principal direction of the government work, relating to the common roads.

COUNTY PRINTING.
Heretofore it has been the custom of the several county printers to let one of the number bid legal rate, and then divide equally, and each publish the commissioners' proceedings, the tax list and annual statement, thereby placing the action of the county officers before the people in all sections of the county. This year the Worthington Globe declined to follow the old custom, which it had a perfect right to do, and the Citizen was inclined to believe that it had no other motive than self interest in so doing. The Globe bid ninety per cent. of legal rate. This is "a whole hog or none" policy, and is not far more economical and sensible to pay full rate, and reach all the people. Selfishness has in this case, and always will defeat itself.—Adrian Citizen.

The Worthington Globe says it is not mad over the county printing business, but just the same it devotes over a column to the subject. The Globe was the only paper in the county but what was favorable to let the printing go the same as it had for the past three years but would not concede to the former arrangement unless the Globe was allowed to put in the bid, and politely informed the editors of the county that the Globe would be the official paper whether or no. But when the bids were opened it found itself left. Perhaps the Globe can stand it to throw away a hundred dollars, but we doubt it. If we had a mortgage as big as we maintain on our office we would be taking in such sums every time we had the chance. We do not believe in biting off our nose to spite our face. Neither do we believe a young kid from the east, just out of short pants, can come west and dictate to older heads what they shall or shall not do. Mr. Williams will find if he lives here in the west a few years that the smart folk do not all come from "down east."—Ellsworth News.

The game is hardly worth the powder you have expended on it, gentlemen. They tried the dog in the manger act, or rather more so, and got left.

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Wouldn't you like to build a house in Worthington and get the benefit of our excellent school? The Minnesota Loan & Investment Company can sell you a lot and furnish money to build with, letting you pay in monthly instalments.

Whether you want to borrow money, buy a farm, or secure a home, call on
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hence the soreness in the spot that ought to contain the brain. The Globe was perfectly willing, yes very anxious, to enter the "combine," even to dividing the job work, provided, you understand, that they should dictate the terms. We should have passed the globe in silence but for the fact of their posing as the friends of the taxpayers, and misrepresenting the facts in claiming that the Globe had saved the county \$400. Better get your bills off, boys, before you attempt to put on the airs of men.—Adrian Guardian.

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An old physician, retired from practice, having had placed in his hands by an East India missionary the formula of a simple vegetable remedy for the speedy and permanent cure of Consumption, Bronchitis, Catarrh, Asthma and all Throat and Lung Affections, also a positive and radical cure for Nervous Debility and all Nervous Complaints, after having tested its wonderful curative powers in thousands of cases, has felt it his duty to make it known to his suffering fellow-men. Actuated by this motive and a desire to relieve human suffering, I will send free of charge, to all who desire it, this receipt, in German, French or English, with full directions for preparing and using. Sent by mail by addressing with stamp, naming this paper, W. A. NOYES, 820 Powers' Block, Rochester, N. Y. 2991

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