

**MORNING ON BUTE INLET**

(Alice M. Winlow)

Up Bute Inlet flow the wreathing masses,  
 Wool-white, fleecy, pile on glittering pile,  
 Some sink to fill the hungry gray crevasses,  
 Some flow on, lying low, a mazy mile.  
 At Orford Bay they poise with bird-like motion,  
 And veil the mountain-sides with drifts of white,  
 These frail mist-children of the singing ocean,  
 Wandering inland through the murky night.

But have you seen them on a wide-eyed morning  
 When all the dawn was brimming o'er with gold?  
 To call them clouds or mist you'd sure be scorning  
 As you looked on their colors manifold.  
 Over yonder mountain, violet-tinted,  
 Scarves of amber and of emerald mist,  
 Rose and turquoise, glories all unstinted;  
 Orange, blue, and shimmering amethyst!

Then looking north to where the Orford River,  
 Green and foam-flecked, races to the sea,  
 You see the mists, like golden gauze aquiver,  
 Yellowing the tidal sands and lea.

And where they touch the mountains' shadowy bases  
 Another rainbow spans the heavenly blue,  
 Till all the trees rejoicing in their places,  
 Are singing . . . and the chant is led by you.

All the mountains round about are gleaming,  
 From their towering peaks of glacial-green  
 To their rust-brown bases, glory streaming,  
 And your soul seems washed, like something clean.  
 Something there in all that rainbow-splendor  
 Clears the vision that the years have flawed,  
 And you ask, "Who is this glory-sender?"  
 And your heart makes answer, "It is God."

\* \* \*

**I SOMETIMES FEEL SO TIRED**

I sometimes feel so tired, that I would choose  
 To go straight through to God.  
 I'd choose to turn a deaf unheeding ear  
 To all the cries of lost Humanity;  
 Nor stay to help—nor guide the wandering feet,  
 Nor bear the burden. Deny the word that cheers.  
 I sometimes feel so tired.

EDITH FIELDING.

## *The Wayside Philosopher*

ABRACADABRA

**OUR PRESENT ROAD SYSTEM**

As our readers are aware road-making in British Columbia has been a matter for the individual municipality or city. It has thus lacked uniformity,—not only as between municipalities but in the policies pursued in a municipality by the successive and varying councils. The result has been anything but satisfactory both as regards the creation of a proper road system and the efficiency shown in the road-making. Paved roads have been made through woods and sparsely-inhabited sections of municipalities, often at high cost, while other residents of the same municipalities found their streets impassable to traffic, more especially in the winter time, and were unable, in many instances, to have their fuel and other supplies delivered at their door.

Some little time back the Provincial Government took steps in advance when it outlined a policy under which certain roads should be classified as primary roads, secondary roads, etc., and Government aid extended to those roads,—Government control being also exercised over the expenditure of the road moneys.

So far this policy has shewn a marked improvement over past conditions but like all Government policies it has displayed the inherent weaknesses of all politically-ordained matters.

The question comes, do our readers not think that further developments leading to proper road-making are necessary?

Two alternatives seem open.

The first is entire Government control of road-making in British Columbia, with a thorough classification of all existing roads.

Primary roads to be built entirely, or in most part, by the Government from such taxes as taxes on motor cars, gasoline, and the license fees collected from transportation. This fund to be aided from general revenue, where necessary, thus assuring the Province of a system of trunk roads leading into all sections of the

Province, or at least connecting all important centres of the Province, and connecting these with outside centres where necessary.

The secondary roads would be helped in less proportion by the Government from the sources named, and the balance raised by taxation on the property of the Municipality in which the road or section of the road should be situated.

Such a classification would exhaust those roads which in any real sense require permanent paving and would cover what might be main roads for the Municipality but only contributory roads so far as Provincial Road System was concerned.

There would then come a number of roads which would require macadamizing or some such treatment in order to stand the strain of the traffic upon them but would not require the expense of permanent paving. This would assure people of ingress and egress at a reasonable cost instead of paying for unnecessary paving because some set of municipal office holders wish to read in the advertisements of their municipality that "This municipality has so many miles of road permanently paved". In other words there would be an administration of roads from the standpoint of use not publicity campaigns or individual hobbies.

A fourth group of roads would be those which required merely ordinary road tending, common in many sections of the East, consisting of a proper ditching with a gravel or crown metal, as it is sometimes called,

**Lamatco**  
3 PLY COTTONWOOD VENEER PANELS

LAMINATED MATERIALS CO., LTD.

New Westminster, B. C.