

use as many matches as all the rest of the world put together. In Continental Europe, if one wants a match he must seek for it in its proper place as centuries of training in thrift and economy have made the Continentals realize that matches cost money and are sources of danger. On this continent, matches are everywhere. Every room contains matches and even every pocket of a man's clothing contains matches. They are scattered about on desks and in drawers and, in brief, are so common and are handled so carelessly that it is not to be wondered that we have a great many fires resulting from their use. One insurance paper commenting on the supply of matches states that they have been adopted by rats and mice as their standard article of diet and nest building material as they are always certain of securing an available supply. In a recent article, the Springfield Republican has the following to say on the passing of the phosphorous match:—

"One of the world's greatest inventions, the phosphorous match, began recently to recede into the limbo of forgotten things, along with flint and steel. It will not be missed, for chemical science has provided efficient substitutes which do not involve for the workers that dreadful occupational disease, "phossy jaw." They are less convenient because they do not "strike anywhere," but this is an element of safety. The cost of manufacture is slightly greater, but it is promised that the cost to the consumer will not be increased. The sale of phosphorous matches is not prohibited by the Federal law which went into effect recently, nor indeed their manufacture, but that cannot be kept up under a tax which would raise the price 200 per cent. So when the stock on hand is exhausted we shall have seen the last of the phosphorous match."

THE GOOD ROADS MOVEMENT.

It is said that one of the questions to be discussed at the forthcoming conference of the Provincial Premiers has to do with the Good Roads Movement. Almost every province in the Dominion and every state in the Union, is devoting a portion of its revenue to the improvement of rural roads. In the Province of Quebec, considerable progress has been made on the one or two main highways of transportation which the Government decided to build between Montreal and the International Border and between Montreal and Quebec.

This question of improved highways is one of the most important, if not the most important question confronting the Provincial Governments at the present time. In Canada, we have been especially generous with our cash subsidies, land grants, loans and other aids to railroads. Altogether we have granted over \$600,000,000 in aiding in the construction of our railroads and canals. To-day we have a

splendid supply of both rail and water roads, probably unequalled by any young country in the world. We have, however, totally neglected our feeders to the lines of railroad or in other words, our rural roads. Farmers, who have been taxed to pay for railway subsidies, are now beginning to demand that the Government should assist in building and maintaining great thoroughfares through the country. The probability is that in the next decade, more attention will be paid to rural roads and more good roads built in this country than have been built in the past fifty years.

The importance attaching to the building and maintaining of rural roads is shown not only by the Provincial and State aid granted the Good Roads Movement, but also by the holding of an International Road Congress, which met in London a few weeks ago. At this Congress, delegates from all over the world were present and took part in the discussions and deliberations which had to do with the best systems of road-making and of the maintenance of roads. Mr. Wood, Engineer of the Metropolitan Borough of Fulham and one of the greatest road-makers of the age, was the winner of the International Prize for the best scheme of constructing roads and facilitating traffic. In his paper, Mr. Wood took recognition of the fact that the roads of to-day must withstand the wear and tear of heavy motor trucks as well as that of horse drawn vehicles. He pointed out that in a radius of from fifty to one hundred miles of large cities, produce could be handled much more cheaply by motor trucks than by railroads. In this age of the high cost of living, anything which will reduce the cost of commodities to the consumer is a factor which cannot be ignored. Mr. Wood also pointed out that cheap roads, where every effort to keep the cost of construction to the lowest point, are always the most expensive to maintain and invariably give the least satisfaction to the users. He also pointed out that the methods of Macadam, Telford and others, which have been the popular systems of road-making in the past are absolute and expensive and unsuited to the demands of the present day traffic. He showed that the best and most satisfactory results have been achieved by the use of Trinidad pitch laid on a surface of broken stone which had been thoroughly rolled.

The important point to be remembered is that good roads have a direct bearing upon the cost of commodities and have also a direct and favorable effect upon the farm lands adjoining a good road.

That good roads have a direct effect upon the economic welfare of communities is shown in several concrete illustrations gathered by the United States Department of Agriculture. The department has just issued a statement on the subject, based upon a mass of informa-