

the immediate vicinity of the Falls will be made more than ever attractive, the power works being for the most part out of sight. The æsthetic and the commercial are to be strikingly harmonized.

Another evidence of the national interest being taken nowadays in things ornamental is the action of the Dominion Government in reserving a number of park sites among the Thousand Islands. These islands are justly famed as gems of the St. Lawrence, whose beauties have been told by both the poets and the guide-books, but the greater number of them are now private property. Just before it was too late the Government realized the need of saving a part of the thousand for the public, and having reserved some of the islands, intends now to fit them up as pleasure parks and picnic grounds. In this the Government will be following the example of the New York Legislature, which provided some years ago for a number of such public parks on the American side. It is encouraging to note that our own legislators are coming to recognize that hard work and practical industrialism are not all our country needs, but that there is a place also for beauty and play.

Better Roads for the Public

HOW to maintain good or even passable roads throughout the wide stretches of country districts is a question as perplexing in its way as how to provide needed railway transportation across the continent. In dealing with this problem the lead has been taken by Ontario, where a good roads director is employed by the Government, with a marked improvement in the public highways as a result of his labors. Nova Scotia has recently followed suit, having engaged a civil engineer to act in a similar capacity. These directors have as an important part of their duties the education of the public as to what constitutes good roads and how to build them, for it is beginning to be recognized nowadays that there is a science in road-making.

It is the indifference and ignorance hitherto manifested by the public that is

largely responsible for the inferior condition of many of our roads. In a recent address, Mr. A. W. Campbell, the Ontario good roads director, showed that "the methods of road-making now generally prevailing are most wasteful and unbusiness-like, and that much better results can be had for even less money than is now being expended. In one township, for example, he said, there are some ninety road-masters, each with his own ideas of road-making, and one often undoing the plans of his predecessors. As a result, there had been expended during the past ten years upon the roads of that township some \$50,000 in cash and an equal value of statute labor work, or about \$100,000 in all. For this large expenditure it was apparent that no adequate results had been achieved, nor could it be otherwise until there was one system for the township."

New Ideas in Education

WHILE business is moving on apace it would be unfortunate for the country if education were not sharing in the progress. There can, indeed, be no lasting progress of national proportions, unless it includes both. In Canada there is at present much groping after light on the educational problem, but we are gradually shaping a system of our own, and have already made some important experiments in new and original directions.

THE NATIONAL MONTHLY has referred in former issues to the work of technical schools in Canada, and has shown that in this line we are working out a definitely Canadian policy, combining some of the best features of various systems in other countries. The Toronto Technical School has recently widened its scope by affiliating in a portion of its course with the public high schools, though still retaining also all its distinctive features.

A newer experiment now under way at one or two points in eastern Canada is the consolidated school system, which was described in these pages when it was first proposed. One of these schools is now in full operation in Middleton, N.S., and another will open at Kingston, N.B., in the