

that he now sends to Winnipeg or the east for much of his supplies. The manner in which the trails are made along the railroads as soon as the snow falls is sufficient evidence of the need for them there and also of the amount of traffic that would pass over them. Practically every railroad not running parallel with the road allowance has its accompanying winter trail when there are not too many farm fences to prevent them.

No advantage seems to have been taken of the great mass of information that has been secured in many countries concerning the housing of the working men and women.

There is no differentiation in the arrangement of roads and size of blocks in the various areas of the cities, and consequently we find blocks and streets of a similar size serving as sites for business and public buildings, working men's residences and high class residences.

There are peculiar local conditions which render this arrangement particularly unfortunate. There are on the prairies a few centres of population and they are surrounded by vast areas of thinly populated land which has all been divided in a rectangular manner. There is a sudden and enormously increased prosperity and naturally this is being taken advantage of to the fullest extent by those who are able to lay land in the immediate vicinity of the towns and cities.

Owing to climatic conditions the provision of the essentials—water and sewers—is arduous and very expensive and great extensions to outlying districts are not feasible; the consequence being, that it is practically necessary to live in those areas provided with these necessities and so the value of the districts served increases enormously, so much so, that it will soon (if it has not already) become impossible for the labouring man and poorly paid clerks to purchase a building lot in these districts, and not only must they buy the land but must also pay out about \$1,000 to \$2,000 for a house and as the single tax principle seems to be gaining ground he must face an annually increased taxation.

It is interesting to hear the opinions of employers on the question; some thoroughly realize the results but are too engrossed in keeping up with their rapidly increasing business to give it any actual attention; the majority, however, seem to consider it as being entirely the working man's affair and say that he can always sell and move further out if his property becomes too valuable. He can certainly sell if he has been fortunate enough to have bought a lot, but is it at all desirable that our working men must always be unsettled and continually moving on? For in "moving out" it must be remembered that we shall have to provide him the means whereby he may go in and out, in the way of street cars. Also with costly extensions of sewers and water lines, both for our own protection and his convenience; if we do not, he will surely "move out" to some other city or country where he will find conditions less onerous. It is a fallacy to assume that because the settlers on the prairie managed to get along without sewer and water service that the modern working man's wife will do so; competition between cities is too keen and transportation is now so easy that it is not necessary for people to be so uncomfortable.