

## ROADS AND RAILWAYS.

Perhaps no fact carries a stronger or more general appeal in a new country than the need for transportation facilities. The pioneers, almost without exception, preceded the railways, with only a winding prairie trail to lead them back to civilization. When I came to the west there was not a foot of railway west of Manitoba. Even in 1905 there were only 1,552 miles in operation. But since that date construction has gone on apace until the 6,101 miles of railway in Saskatchewan now gridiron the south half of the province in every direction, giving a mileage per capita second to no other Canadian province, and a gross mileage second only to Ontario.

Secondary only to railways as a factor in transportation are good roads. The first stage in the development of good roads in Saskatchewan was reached when the populated areas were formed into local improvement districts, the second was the establishment of rural municipalities in 1909, and the third was the inauguration of a good road policy in 1912 under which some \$6,000,000 have been expended by the board of highway commissioners and the system of public highways has been greatly extended. Not only in the actual construction of roads has progress been made; the interest stimulated in the maintenance in good condition of public highways is a factor of the greatest importance.

Closely allied with transportation is the question of markets. The history of the early days of the grain trade in Western Canada and the part the western farmers have taken in the framing of laws to improve conditions have been the theme of many a clever article. The pioneers grappled with grain marketing conditions, which were most unsatisfactory to them. But the Saskatchewan Grain Growers' Association, the Canada Grain Act and the Saskatchewan Co-operative Elevator Company have so far revolutionized conditions in Saskatchewan that the selling of grain is on a better basis than before.

While the grain trade was being organized the Dairy Commissioner for Saskatchewan was busy on a policy for the promotion of the dairy industry. The fruits of that policy are now being abundantly harvested in the substantial development of the industry on a safe and profitable basis. Two-thirds of the creameries in Saskatchewan are cooperative, and are operated by the dairy branch of the Department of Agriculture. Milk and cream are graded and bought on a quality basis, export butter is graded and marketed by the dairy branch, express in cream is paid by the creameries, so that the service of the cooperative creameries is available to every Saskatchewan farmer with transportation facilities. There were four cooperative creameries operated by the dairy branch in 1907, with an output of 66,246 pounds. Fifteen operated in 1915, manufactured 2,012,410 pounds. In the early days the government loaned