

most of those elsewhere in Canada, have been shamefully neglected. The primitive method of paying one's road tax by working on the roads (statute labor) is still widely prevalent, and as long as that is the case, little real improvement of roads repaired in that way can be effected. It seems a curious commentary on the lack of enterprise displayed by so many farmers, and the low value which they put upon their time that we find them performing statute labor, when the cost of commutation is only \$1.00 per day. Of late years the good roads movement has arisen, and expert road makers are being employed in a number of counties to macadamize the principal roads. The Province of Ontario has thus expended \$1,000,000, and the counties \$2,000,000 within the past ten years. Nothing could be a greater boon to the agriculturist than this improvement of roads, which decreases his cost of transportation, making the cost of bringing wheat to market, let us say five cents per bushel instead of ten cents. The same saving of effort takes place in everything transported to or from the farm, and the result is a considerable addition to the farmer's income and to the cash value of his farm.

### **Railways.**

The greatest transportation agencies in Canada to-day are the steam railways, which form the bands that link our widely scattered provinces together. Without the railway the Dominion could scarcely have been extended west of Lake Superior, and the agreement with British Columbia which carried our boundaries to the Pacific Ocean, had as its chief condition the construction of the Canadian Pacific Railway. The continuance of a vigorous policy of railway construction appears to be the only way in which we shall be able to secure the settlement of our vast territories.

The whistle of the locomotive engine was first heard in Canada in the year 1836, when our first railway, almost a toy, was constructed from Laprairie to St. Johns, Quebec, a distance of 16 miles. For a time progress was slow. In 1850 there were still only 66 miles of line in Canada, but the next decade saw a considerable development. In 1853 the Northern Railway was opened from Toronto to Bradford;