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Good Canadian Roads

When the history of Canada's material building up is written—how the arteries for her commerce were made by a grim but successful partnership of nature and man—a long, interesting chapter will be given to the development of her highways; from the portages of the earliest of days to the automobile roads of the present day. Between the two periods, each of epoch making significance, it will be found that every kind of experiment and test have been made to get results, and not always of the right kind. It is only within quite recent years that the interest of serious men began to centre on the road as a factor in our communal life. The farmer, who had previously never seemed to care if his team was held up for a few hours through a washed-out road, now made strong objection if his automobile was even splashed by the muddy road. The coming of the automobile had made him think. He rightly figured that transportation of his produce was costing him more from his farm to the railroad depot or elevator, than from depot to destination, which might be some spot in far away Europe. He demanded better roads, but soon stopped shouting when he found that he had to pay for them. Real taxation and communal responsibility were something new. He had not yet come to the knowledge that a good road in front of his holding was just as much a capital investment as the crops on his land. But gradually, with the advice of such men as McLean of Ontario, and Michaud of Quebec, and the aid of the Provincial Governments, and the splendid work of the Good Roads Associations, he came to his better self, and now some 40,000 miles of really good highways have been

laid in the rural parts of Canada. And this is only a good start.

The potentiality of the building of roads is immeasurable, both in the material and social life of this Dominion. While the vast railroad and waterway systems—each the greatest in the world—must of necessity and choice always be her main arteries of transportation, much sustenance is required for their maintenance, and the more perfect the highways and roads, the easier it will be to feed them—with reciprocal results. As with our national transportation system, so it is with the provincial and district systems, only more so, for the better the local transportation facilities the better and sweeter the social life. The day is rapidly passing when men and women will exile themselves to the life of loneliness, which the great pioneers of this country had to bear as their hardest lot. The study of nature is a great lesson, but the study of humanity is infinitely greater and broader, and the spending of a dollar in the building of a road to make that study easier for our fellow citizens in the rural parts of Canada, is surely helping in the consummation of the Canada of our best thoughts.

TO ALDERMEN.

Your boy may be made into a good leader of men by the mere introduction to his notice of a journal dealing ably with civic matters. A prompt but trifling effort on your part may even produce big results. If the Canadian Municipal Journal has not been taken in your home, see that it is planted there. It will be a great thing for that young man.