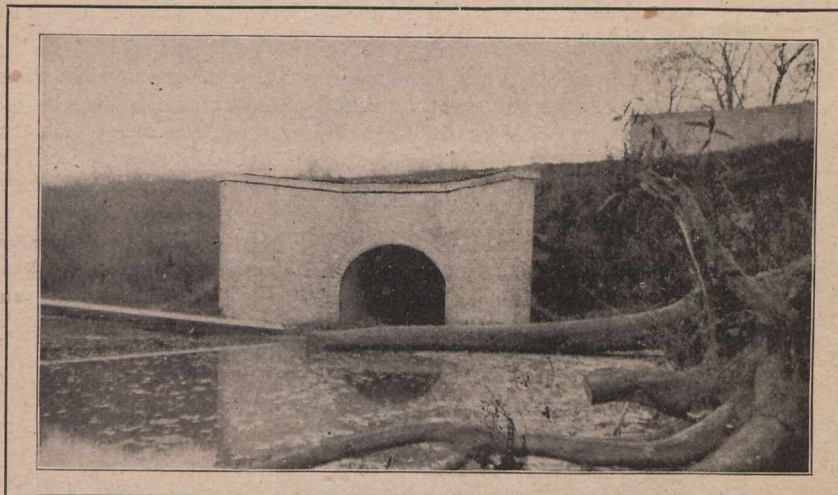


GOOD ROADS.

The purchaser or seller who is separated from the railroad station by ten miles of paved roads, is actually nearer the market than the person who is separated by five miles of unimproved roads. Good roads mean heavier loads, more rapid transit and a longer life for vehicles and horses.

The introduction of the telephone and extension of the mail service has brought the producer and consumer much closer together, and ought eventually to assist in better maintaining an equilibrium between supply and demand. However, as long as the highways remain unimproved, the telephone and mail service can only have their full value during good weather. Heavy roads, deep with sand or mud, permit the carrying of only partial loads, while the injuries sustained by vehicles and



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horses on rough roads frequently eliminate a large portion of the profit which would otherwise result from a rise in the market price of farm produce.

It is said that in many of the European countries a dog is often able to draw a load to market which a horse cannot draw in the United States. The Carthaginians, living on the northern coast of "Darkest Africa," first inaugurated the public road as a necessity of commerce. The Roman roads had for their object the quick movement of troops. However, they were built in such a substantial and permanent manner that they have outlived the empire itself and have now become routes of commerce.

James D. Reid, commercial agent at Dunfermline, Scotland, in 1891, said in a special report on "Streets and Highways": "Roads are the life and necessity of all Scottish industries and their value increases rather than diminishes with railroad extension. Property would, without them, be comparatively valueless."

MARKETS.

What is needed in most of our cities and towns, in the interests of health and economy, is good municipal markets for the sale of meats, fruits, and vegetables. The concentration of this sort of trading in one or more markets makes efficient inspection much easier. It also lessens rents and other running expenses, and gives customers a wide range of choice with little loss of time or energy. The plan also affords an opening to the small dealer having little capital or credit.

Cleanliness should be the motto of every market. To this end nothing can contribute more than the prompt disposal of all wastes and ready means for cleaning floors by washing rather than sweeping. Tile, cement, or

artificial stone floors may be employed, so laid as to drain freely, but with every precaution against contaminating the air of the market with the gases of decomposition from the market drains and from the city sewerage system. The prompt removal of meat and vegetable refuse from market stalls is easier than its final disposal. The waste meats and bones are eagerly sought by grease and fertilizer manufacturers. The fats of the meat render it easily burned, where no other means of disposal is available, but if this is attempted on the premises, attention must be given to the design and operation of the furnaces. The vegetable wastes are of comparatively little value. They may be mixed with the kitchen wastes of the city and then be burned, or else treated in reduction plants.

In Germany each town council has authority to erect and maintain public slaughter-houses, and to forbid slaughtering elsewhere within a prescribed area. It may enact that fresh meat brought from outside that area for the use of restaurants and hotels shall not be prepared for food until it has been inspected. The importation of prepared meats may be, at the discretion of the town council, entirely prohibited. The council may also order that meat not slaughtered at the public slaughter-houses shall be exposed for sale in a separate place; it may prohibit the sale of meat which has been killed outside the public slaughter-house area and within a prohibited district.

The question of meat inspection is handled with equal thoroughness and efficiency. In Germany it is compulsory that all meat should be inspected and stamped before it is offered for sale. Many stamps are placed on each carcass, and as

the stamp is a guarantee of soundness, the purchaser is unwilling to accept unstamped meat and therefore enforces the work of the inspector.

STONE BRIDGES.

For beauty and durability a stone bridge surpasses all other kinds of bridges, and where stone is plentiful, no other bridge material is so economical in the long run. A wooden bridge soon rots out, and even when new it has a look of insecurity. A well-formed iron bridge looks better than a wooden one, but it will soon rust out unless it is kept well painted, and it requires constant watching in order to keep all the bolts and rivets in their proper places. But a stone bridge once well built requires very little care and expense to keep it safe and in good order. Then, too, it always wears the appearance of strength and security, and if tastefully constructed it remains a delight to every beholder. On ordinary country roads, large and rough stone bridges harmonize perfectly with their surroundings, and when well put up are almost as lasting as the neighboring hills. In rocky parts of our country, there is no good reason why every highway should not be made safe, and enhanced in beauty by a stone bridge wherever needed.

NO TOLL ROADS IN OXFORD.

The county council of Oxford, at its last session in December, approved of a by-law to purchase all toll roads within the county, and to expend a further sum of \$160,000 in improving a system of main roads throughout the county. The council was addressed by Mr. A. W. Campbell, Commissioner of Highways, who discussed the different features of The Provincial Highway Improvement Act.