

To those who are familiar with the manner in which road monies have been expended in times gone by, with a single eye to party advantage, the new Roads Act will appeal.

Another necessity of Greater Ontario is trunk wagon roads, and here again the present Government has been handicapped by the lack of system and definite aim and policy of its predecessors. The Sudbury-Soo trunk road was surveyed last year, at an expense of \$3,687.38 and the first vote of \$40,000 for the work itself has been taken in this year's estimates. Important main arteries are gradually being found throughout the Temiskaming country, and it is the intention, when proper drainage has been provided, to do something along these lines for the Rainy River country. A vote of \$10,000 for drainage has been taken for the Rainy River district, and a general vote of \$50,000 for new trunk roads in addition to the \$40,000 for the Soo road already referred to—a total of \$100,000 in three items alone.

STATISTICAL

How Volume of Departmental Business Has Grown in Three Years—More than Double the Number of Patents.

The statistical report of the Department of Lands, Forests and Mines for 1907, as contrasted with 1904, the last year of the old Government, reveals some interesting comparisons. An indication of the growth of department business is to be found in the record of correspondence.

LETTERS RECEIVED.

	1904.	1907.
Sales and Free Grants.....	17,960	24,871
Surveys	6,735	13,463
Woods and Forests.....	5,786	9,218
Mines	3,250	10,060
Colonization and Forestry.....	8,239	(transferred)
	<hr/> 41,970	<hr/> 57,612