

them has not raised them greatly in his favor. Occasional high prices do not recompense him for the times when his perishable stuffs have to be almost given away to avoid their spoiling on his hands.

Harvest apples, instead of finding a market as they would with means of preserving them, season after season, fall from the trees and remain untouched. The prices of fall and winter apples are often reduced ruinously by insufficient preservation in their carriage to the English market. The result of all this is that the farmer is at the mercy of the speculator, and the speculator himself is greatly handicapped by the risks he is compelled to face.

Cold storage stations mean properly equipped refrigerators of a large size where such perishable stuffs can be stored by the farmer to tide over a glutted market, to lengthen the season of consumption, or to chill and prepare the produce for transportation to the foreign market. They reduce such stuffs more to the basis of wheat which can be kept until the demand comes for it.

Such refrigeration means that the merchant, where such a cold store is convenient, can buy perishable produce of the farms as he needs it, without running the present great risk of having a large quantity wholly decompose or become partially unsaleable from decay. The consumer too, will be much less likely to purchase partially decayed stuffs for his table.

Large cold stores have already been erected by companies at a number of points throughout the Province, such as London, St. Catharines, Harriston and Toronto. A private cold store was this summer erected by Mr. E. D. Smith, one of the most prominent fruit growers of the Grimsby district. The Dominion Government has for the past three seasons, carried on an experimental cold store at Grimsby, with a view of exploiting the shipment of fruit to the English market, with the most promising results.

When, however, these cold storage stations are placed throughout the country, their benefits to be participated in by the farmers in somewhat the same manner as cheese factories are now managed, their true worth will be realized, and it becomes a matter in which township and county councils particularly should be interested.

Construction vs. Maintenance.

Apart from the benefits to be derived from placing the main roads in charge of the county council, it was felt by the Roads Reform Convention which met in Toronto last month, that a system of county roads offered also the most feasible plan for applying any assistance which the Provincial Government could afford for road improvement. Large sums have been spent by township, county, Provincial and Dominion governments on railways and canals. The people of the country are but awakening to the fact that the common highways form as im-

portant a factor in a system of transportation as do either railways or canals, they have already cost us quite as much as both put together. In view of the completeness with which railways intersect the country, and the state of perfection which our canals have reached, the Provincial Government is certainly acting in harmony with the wishes of the people, in directing its efforts toward road improvement.

State aid is applied in nearly every country where country roads are what they should be. It is the only means of properly enlisting the support of the cities in road improvement as in the case of railways and canals. In view of the condition in which many of the leading roads have been placed throughout the Province, it is regarded as the only just method of distributing Provincial aid, to grant it for maintenance rather than first construction. In this way, too, while it would be impracticable for the government to grant so large a sum as would be of material benefit in first construction, an annual appropriation distributed over a term of years will in the end amount to a greater sum.

Not only so, but the maintenance of roads is undoubtedly the most important factor in obtaining good roads, and at the same time, it is the factor most likely to be neglected. To grant money for the construction of roads while at the same time no greater attention is paid to maintenance and repairs than at present, would be an extravagant and wasteful application of funds. It is in the repair of roads rather than in first construction that the people of this country need most to be educated.

Begin Now.

No municipality in Ontario is so well governed—in none are the public works so complete—that some progressive measure cannot be adopted with advantage. With the council as a body, with the councillor individually, constant industry is the price of success. And every councillor who does not propose to earnestly devote himself, during the coming year, to the duties or rather privileges of his office, but who is willing to rest satisfied with the honor conferred by his election is unworthy of the trust imposed upon him.

It is not to be inferred that, in order to achieve success, it is necessary to rush recklessly into some changes merely because it is known to be needed. There must be mature consideration, so that the wisest plans may be adopted; and while reforms should not be delayed until the last man in the municipality is in favor of them, nevertheless there should be a certain degree of attention paid to popular feelings and prejudices.

Most men, it is true, are too prone to delay in favor of public opposition. Councillors should be the leaders of their constituents, and their educators. Where popular feeling is against the needed change, it should be the first task of the

councillor to remove the opposing prejudices to such a degree that action may be taken. Every opportunity should be taken to lay the proposed reform before the people, at public meetings, on the street, in the council chamber, through the public press. To submit a question to popular vote, even if failure is certain, is one of the most potent ways of directing public thought in the right channel.

If a councillor does not know in what direction a progressive measure should be taken, his first duty will be to make a close study of local conditions, acquaint himself with improved methods in other districts, make himself master of the situation, and he will then be in a position to render the best possible service to his municipality. He should study closely matters relating to roadmaking, drainage, water supply, sewerage, sidewalks, tree-planting, culvert and bridge construction. None of the many details of municipal methods and improvements should be overlooked, whether in matters of actual construction, or of financing and supervision. Economy and efficiency should always be taken together, neither of them alone.

Nor should councils nor the councillor delay in these matters. From January to May are the most important months of the councillor's year. It is then that plans and preparations are made and public interest awakened. The defeat of many a councillor at the last elections was due to the fact that he delayed his activity until summer; summer passed before his plans were completed, and in the fall it was too late to carry them out.

Now is the time for the council and councillor to decide upon the course of action to be followed. Steps should at once be taken to educate and prepare public feeling. Before summer comes, plans and preparations should be well in hand, and the council ready to commence actual work.

Rural Water Supplies.

Reference has been made from time to time to the unfortunate absence of proper sanitation throughout the rural districts. The surroundings and employments are, many of them, conducive to health and longevity, but from the neglect to take necessary precautions in other matters, farming, as commonly found, is not the most healthy occupation, in spite of its seeming advantages in that respect. There undoubtedly is, throughout the townships, a neglect, perhaps a lack of knowledge of the laws of health.

One important detail of sanitation very frequently neglected has received the attention of the Dominion Chemist, in the last report of the Department of Agriculture. Samples of well water from farms throughout Canada were subjected to chemical analysis. In all, about seventy-five samples were examined, and of these only thirty per cent. were passed as from impurity; sixteen per cent. were reported as decidedly suspicious, and