

through the mud. The rate which it was possible to travel in stage coaches depended on the elements. In spring, when the roads were water-choked and rut-gullied, the rate might be reduced to two miles an hour, for several miles on the worst sections. The coaches were liable to be embedded in the mud, and the passengers had to dismount and assist in prying them out by means of rails obtained from the fences.*

Such was the condition of the roads up to, and for a considerable time after, 1830, and such were the means provided for the public who were forced to use them, and it can easily be conceived that the inducements for pleasure trips were so questionable that the only people who journeyed, either by land or water, were those whose business necessities compelled them to do so. Even in 1837, the only road near Toronto on which it was possible to take a drive was Yonge Street, which had been macadamized a distance of twelve miles. But the improvements since then, and the facilities for quick transit, have been very great. The Government has spent large sums of money in the construction of roads and bridges. A system of thorough grading and drainage has been adopted. In wet swampy land, the corduroy has given place to macadamized or gravel roads, of which there are about 4,000 miles in the Province.† Old log bridges have been superseded by stone, iron, and well-constructed wooden ones, so that in the older sections the farmer is enabled to reach his market with a well-loaded waggon during the

fall and spring. The old system of tolls has been pretty much done away with, and even in the remote townships, the Government has been alive to the importance of uninterrupted communication, and has opened up good central highways. The batteaux and sailing vessels as a means of travel, with the old steamer and its cramped-up cabin in the hold, and slow pace, have decayed and rotted in the dock yard, and we have now swift boats, with stately saloons running from bow to stern, fitted in luxurious style, on either side rows of comfortable sleeping rooms, and with a *table d'hôte* served as well as at the first class modern hotel. Travelling by steamers now is no longer a tediously drawn out vexation, but in propitious weather a pleasure. A greater change has taken place in our land travel, but it is much more recent. The railroad has rooted out the stage, except to unimportant places, and you can now take a Pullman at Toronto at 7 p.m., go to bed at the proper time, and get up in Montreal at 10.30 a.m. the next day. The first railroad on which a locomotive was run was the Northern, opened in 1853, to Bradford. Since that time up to the present we have built, and in operation, 3,478 miles, and have 510 under construction or contract.

Washington, in his farewell address, says: 'Promote, then, as an object of primary importance, institutions for the general diffusion of knowledge. In proportion as the structure of a government gives force to public opinion, it is essential that public opinion should be enlightened.' Fifty years ago education, even in the older and more enlightened countries, did not receive that attention which its importance to the well-being of society and the state demanded, and it is only during recent years, comparatively speaking, that the education of the masses has been systematically attempted. Indeed, it used to be thought by men of birth and culture, that to educate the poor would lead to strife

* Trout.

† In order to ascertain the number of miles of macadamized roads in the Province, after hunting in vain in other quarters, I addressed a circular to the Clerk of the County Council in each county, and received thirty replies, out of thirty-seven. From these I gathered that there were about the number of miles above stated. Several replied that they had no means of giving me the desired information, and others thought there were about so many miles. I was forced to the conclusion that the road accounts of the Province were not very systematically kept.