

ployed for the purposes intended ; they are, however, much used by the farmers in common for pasturing cattle. Where the country is level and free from lakes, rivers or other obstructions, the road allowances have been converted into good summer waggon roads by the annual performance of statute labour and they give ready access to the farm lots ; where the country is hilly or broken on the other hand, great difficulty has been experienced in making them passable, and in many instances this is impossible, and in others after a great deal of money and labour had been expended, the original road allowances have been abandoned for better locations.

As the settlement and trade of the country advanced a demand was made for a more improved class of highways on the leading lines of traffic ; this led to the construction of plank,* gravel or broken stone roads through different parts of the country, and may be said to constitute the second stage in the development of the road system.

As the road allowances were left in the original surveys more to mark the limits between blocks of land than to accommodate the future commercial wants of the country, they did not long remain the only means of communication between one business point and another. Increasing traffic frequently called for roads with easier grades than those to be had on the original road allowances, and in cases where it sought an outlet diagonally across the country, it demanded a shorter line than the old rectangular zig-zag one ; in this manner new and more perfect roads were constructed in various sections of the country.

The third and last stage in the establishment of lines of internal communication within the Province, was the formation of railways ; these were first introduced about ten or twelve years ago when the increasing commercial wants of the country appeared to demand a greater degree of rapidity, safety and security of transport.

* The first plank road was built in Upper Canada in 1836.