

Good Roads

STEAM and electric railways have not yet done away with the necessity of the public highways. Indeed they form so important a part of the transportation system that practically every ton of freight moved by the railways must first be carried over the country roads. The extension and improvement of the railways is of vital importance to the nation, the future prosperity of our greatest industries depending upon the solution of the transportation problem which is now so seriously confronting both business men and statesmen. A network of railway lines covers the older provinces and even the newer sections in the West are having their needs met as rapidly as possible; but a greater network is spread over the entire country, in a thousand directions, by the highways which connect settlements and towns, and which form the first stage in the movement of nearly all freights. The improvement of these public highways is therefore a matter of fundamental importance.

Country roads in Canada are not altogether what they ought to be. In many places they are very inferior, constructed wretchedly and at certain seasons almost impassable. Some more favored districts have roads which nature has made good, with very little labor necessary on the part of man to keep them in repair. Of late years considerable progress has been made in the way of educating public opinion toward a better maintenance of the highways. Ontario has a Commissioner of Highways, whose seventh annual report, recently issued, states that an increasing interest is being taken in the matter in all parts of the province. The most careless and unsystematic work was formerly put upon the roads, but it is now recognized that there is a science in road-building, and improved methods of grading and bed-construction have accomplished a great deal in a number of districts. A part of the policy of the Government in this connection is to educate the people by means of public meetings and demonstrations, many of which were held during the past year. As a result the municipalities are awakening to the importance of the

Good Roads movement, and with the abolition of statute labor the expenditure of funds upon highway construction is taking a more business-like form. Better roads, then, may be considered one of the evidences of present-day progressiveness.

What Schools Cost

EDUCATION is not a cheap thing, although it is perhaps the best investment that can be made. The immense amount of money that is expended in the work of modern educational systems may be estimated from figures such as the following: Europe spent last year a total of \$246,000,000, with an enrollment in the schools of 45,000,000. The United States spent \$226,000,000, with an enrollment of slightly more than one-third of that of Europe. The yearly expenditure per pupil in the United States averages about \$22. In Ontario, which may be taken as the best example in Canada, the annual expenditure is nearly \$5,000,000, and the average cost per pupil about \$10. The expenditure in many American cities surpasses this. New York spends \$20,000,000, Chicago \$8,000,000, Philadelphia and Boston over \$3,000,000 each.

While the educational system in Canada has been developed along fairly progressive lines and is in most respects a very creditable one, the cause of education has never received the support which it undoubtedly merits. Our largest cities are expending sums ridiculously below cities of the same size in other countries, while even the whole Province of Ontario expends only one-quarter of the city of New York. In the matter of our colleges and universities, the lack of sufficient public support is even more apparent. Toronto and Queen's Universities are working with a very inadequate endowment, as is nearly every other college in the Dominion; they are doing excellent work, but they need better support to do the work that modern up-to-date colleges should do. McGill is in better circumstances and her greatness to-day is a testimony to how wisely such benefactions can be made use of. The cause of education has as yet taken an insufficient hold upon the sympathies of