

imported, and they show that the demand has been largely on the increase. The following table gives our imports of Portland and Roman cements for each of the seven fiscal years 1886-93, the great bulk of which was the Portland variety:

YEAR.	BARRELS.	\$
1886-7	102,750	148,054
1887-8	122,402	177,158
1888-9	122,273	179,406
1889-90	192,322	313,572
1890-1	183,728	304,648
1891-2	187,233	281,553
1892-3	229,492	316,179

The total importation in the seven years was 1,140,200 barrels, valued in the trade tables at \$1,720,570; but to this should be added the \$455,445 of Customs dues paid to the Government, the cost of freight and insurance and the profits of importers, in reckoning the price paid by the consumers—an aggregate of not less than \$3,250,000. In these seven years the increase in quantity was 123 per cent., and in value 113 per cent. But a more striking evidence of the growing demand is afforded by a comparison of the imports of Portland and Roman cements for 1880-81 and 1892-93. In the former year their value was only \$45,646, and in the latter it was \$316,179, being an increase of nearly 600 per cent. in twelve years. This is a rate that perhaps has not been equalled in any other article of Canadian importation. What is the secret of it, and is the demand likely to be maintained?

The answer to these questions may be summed up in a very significant term of very modern usage on this continent, viz., good roads. The setting in of the area of good roads in this country as well as in the United States, does not date back ten years, but in that short period much has been learned on the subject, and the street engineer is now as much of a specialist and quite as useful in his way as the military engineer or the mining engineer. The Roman roads of Europe, which have lasted out the traffic of two thousand years, have taught him the invaluable lesson that the only sure way to make a good road is to lay a good and strong foundation. But instead of using stone material as the Romans did in constructing their great military roads, he has adopted the