

Good Roads—Good Schools.

"Chicago, with its two million inhabitants, is, of course, our greatest wonder of rapid city growth, but almost equally wonderful is the steady progress of St. Louis towards the million figure. The question arises, will the American people ever stop building cities, and turn their efforts to making rural life more attractive and profitable? Will there ever come a time when, instead of boasting of the miles of asphalt pavements in our cities, we can describe the excellence of the country roads? When, instead of talking of the colleges and high schools in the towns, we can be proud of the education given to farmers' son and daughters in the country schools? A time when farmers life will cease to imply loneliness, drudgery and intellectual stagnation, and when to live in the country that God has made will be thought better than to live in the towns that man has built?"

The above paragraph is the conclusion to a very interesting article on "The Characteristics of St. Louis," that appeared in a recent number of *The Evening Post* of New York. The article was signed with the well known initials "E. V. S." The paragraph will bear a second reading and very careful consideration. The country is the spring whence flows the stream of town and city commerce; how important then that the spring be carefully protected and improved. The country is the foundation of the national wealth and prosperity; how well then should that foundation be laid and how carefully it should be preserved. Two things have struck the writer of the article quoted as having been overlooked and that to-day require immediate attention—rural road improvement and the furnishing of a rational and helpful education in rural Public Schools.

We are awakening to the importance of these two questions in Ontario, and it is very satisfactory to note that progress is being made. Month after month during the past two years Mr. A. W. Campbell, the Provincial Instructor in roadmaking, has been carrying on a steady campaign against bad roads. More than that: not only has he denounced poor roads and shown them to be wasteful and extravagant, but he has also been teaching the Councils how to start the work of building better roads. The Ontario Department of Agriculture for several years has been scattering broadcast the good seed in the form of reports and bulletins. Even doubtful roadmasters have been forced to admit that good roads can be made if proper methods are followed, and without any increase in the annual appropriations.

During the past few months the town and country papers have been publishing notices of the purchase of roadmaking machinery, and the forward movement may be said to have fairly begun in this Province. A perusal of the good roads report lately issued from the Ontario

Department of Agriculture shows that the Councils are awake to the subjects in all parts of the Province, while praise for the work done comes from papers of all shades of politics. In this matter, then, we can hope in a few years to be able to boast of the general excellence of our rural roads and town streets.

As to rural public school instruction a new move is being inaugurated. The Minister of Education gave instructions for the preparation of a text-book on agriculture that would be suitable for use in public and high schools. The Deputy Minister of Agriculture has prepared the work with the advice and help of several specialists. It is now in the press and will be ready for the use of the schools on re-opening this fall. As the regulations stand at present agriculture must be taught in any public school upon the motion of the Board of Trustees. If the farmers of this Province, therefore, who have upon so many occasions asked for some instruction in the sciences underlying their work, are really desirous of having this carried out, the matter lies in their own hands. Other Provinces also are moving. Manitoba gives some instruction in this subject, and a late issue of *The Quebec Gazette* contains notice of a prize of \$300 for the best book on agriculture written by a citizen of that Province. It is presumed that the book is for school use.

The building of several thousands of miles of good roads is not a light task, and the development of a perfect system of rural instruction, one that is best suited to rural progress and rural happiness, is not to be accomplished in a year. But an important step is to make a good beginning. The inauguration of the Provincial good roads movement by the Department of Agriculture and the providing of instruction in agriculture in our Public Schools are certainly very important beginnings of this week.—*The Globe*.

A Nice Point.

An interesting matter has been brought before the attention of the mayor in connection with the hawkers' license. A by-law fixes the local fee at \$40, which is virtually prohibitive. A Toronto solicitor has advised the mayor, however, that a client of his wishes to hawk goods in the city, but is only willing to pay the fee fixed by the Provincial Government—\$1. The lawyer points out that a corporation cannot override an Act of Legislature.—*Brantford Expositor*.

Providence moves in a mysterious way, but those who make a specialty of explaining these mysteries have never been able to account for the regularly with which twins and triplets come to the home of the man who earns a salary of \$8 per week.

A Statute Labor Question.

An assault case in the Windsor police court developed an usual amount of interest a few days ago. David Clark was the complainant and Peter Quick the defendant, both parties being prominent farmers of Sandwich West.

Mr. Clark told his story as follows: Last Monday night he met the defendant on the road and Quick said, "What are you doing up here, are you going coon hunting?"

"No, I've come to serve you with a notice to perform your statute labor," was the reply.

"It seems to me you're in a big hurry this year," said Quick.

"I don't think I am," replied Clark.

"Well, I won't do mine now."

"If you don't do it before a week from to-day, you will be charged for it in your taxes. Why do I always have trouble with you and with no other person?" asked Clark.

"You're a liar!" shouted Quick.

"Your another!" was the quick response.

"You're a ——— liar!" yelled Clark.

"Your a bigger one!" was the answer.

Quick then made a rush, grabbed Clark by the collar, and shoving his fist into Clark's face said, "I'll smash your physiognomy."

"Do it if you can," was Clark's invitation, "and I'll make you pay for what you've done."

In cross-examination Clark admitted that he had warned the defendant last Sunday after church to do his roadwork.

Wm. O'Brien corroborated the first witness.

Mr. Quick's story was somewhat different. "Clark made a ruffle at me and I threw up my fist," said he.

"Why did you raise your hands?" asked the magistrate.

"I was told he was a fighting character," was the reply.

Wm. Quick the defendant's son, did not see his father put his hands on Clark.

Mr. Bartlet said he must hold that Quick by striking a fighting attitude and putting his fist in Clark's face had committed an assault. The court imposed a fine of \$2 and \$5.95 costs.—*Windsor Record*.

"You say you want my daughter?" said the proprietor of a newspaper to a young man who was sitting nervously on the edge of a chair. "Y-yes, sir." "Have you spoken to her on the matter?" "She—she has referred me to you, sir." "Is your affection for her sincere?" "Sincere!" gasped the young man. "I pledge you my word I haven't slept a wink or eaten a mouthful for six whole weeks for thinking of her." "George," said the father after looking at him a moment reflectingly, "I think you may come into the family. I need a young man of your capabilities to certify to the circulation of the paper."