

Good Roads

The good roads movement in this province is not a lagging one. Provincial Road Instructor Campbell is kept busy addressing meetings and giving practical information on the subject. There is an evident disposition on the part of municipalities to take a broader and a more comprehensive view of this whole question. Already several of them have taken over the control of the roadways, and will adopt measures for their improvement upon some definite plan. As we have pointed out more than once, the great drawback to the statute labor system is the lack of uniformity in the work. One section of a township may have comparatively good roads, due to the good management of its pathmaster, while in the next locality the roads may be almost impassable, because totally different and inferior methods have been adopted.

What is necessary to secure good, uniform roadways all over this country is uniform and systematic methods of keeping up and building the roads. As far as our experience goes, we do not think the statute labor plan admits of uniform, systematic and permanent work being done, and the sooner some more comprehensive method is adopted by the municipalities the better. Now is the time to dis-

condition for automobile travelling. If they are not we pity the poor horse who has to draw a heavy load over them. Nothing gives more pleasure to man and beast than a drive over a nice, smooth, dry, country road. For our part we are not inclined to go back on the horse for real pleasure in driving, and we would like to see him have a good road to travel on.

Turkeys for the English Christmas Market

Trade in these Hampered by Lack of Ocean Vessel Space

There is a probability that the shipments of Canadian turkeys for the Englishman's Christmas dinner will be light this season. This is not due to any scarcity of supply, or that the demand in Great Britain has fallen off, but because the British war department has withdrawn many boats from the Canadian route, with the result that exporters are finding it difficult to get their birds over in time for the Christmas trade. Exporters have been busy lately buying up



Front View of Barn on Farm of J. H. Jull & Sons

cuss this matter. Let those in favor of road improvement see that this question is made prominent when the officers of the municipalities are elected for 1900. What is known as the commuted statute labor system has been adopted in several districts. By this plan the ratepayer, instead of having to do his road work, pays in a certain sum per day for the amount of work he has to do into a common fund, which is expended by the municipality in road improvement under up-to-date methods. It is claimed that by commuting the statute labor at 30 cents per day more and better work can be done than in following out the old plan. This subject is well worth considering at this juncture.

In conversation with a Toronto citizen recently he made the statement, after referring to a scheme to build a road suitable for automobiles from New York to San Francisco, that in this country we would soon have similar schemes projected and roads built specially for this kind of travel, running from point to point. While this is a probability, should automobile travelling develop in this country, as many people believe it will, yet we believe that such a scheme should not be necessary were our country roads what they should be. At least every leading roadway in the country should always and at all times be in a fit

turkeys, packing them and getting them ready for the Christmas steamers. Contracts for birds were made with farmers some months ago, and space on the vessels having cold storage secured, but the war has disarranged all the calculations of shippers. Some of the steamers that have been taken are the *Canada* and *Englishman*, running out of Boston, the Manchester liners out of St. John, the Allan liner *Bavarian* out of Portland, and several others, making available space on ocean vessels very scarce indeed.

The situation has been relieved somewhat by the Canadian Pacific Railway securing two steamers running out of St. John. One of them, the *Montrose*, which sailed last week, was to take 25,000 birds. The other, which sails on Dec. 6th, will have a cargo of from 46,000 to 47,000 turkeys. There are three other vessels sailing later that will take Christmas turkeys which have cold storage capacity for 40,000 to 45,000 birds, so that the total shipments will likely reach 110,000 to 120,000 birds. There is a steadily increasing demand in Great Britain for Canadian turkeys, and there is no doubt if the necessary ocean space could have been secured shipments this year would have reached a pretty large figure.

There are numerous complaints from dealers this year