

find its way through the smallest opening. All this injures not merely the real quality, but also the appearance of his produce. The price obtainable is thereby lessened and the difficulty of sale increased.

By means of good transportation over country roads there is much land which, now valuable for general farming only, could be utilized for market-gardening, the raising of small fruits and other perishable produce. It does not necessarily follow that the farm must be within easy reach of a town or city over a country road, but if fruits and vegetables can be transferred from the farm to a railway station without injury, an energetic farmer can generally establish a suitable business connection in some city or large town reached by the railway. In this, however, we have the example of France and other European countries, where teamsters compete with railways in drawing goods two and three hundred miles over country roads. Under such conditions, even, the railway is not a necessity to the market-gardener for distances which, to mention them to the Canadian farmer, who knows only Canadian roads and the conditions under which they can be used, is a matter almost beyond belief.

To a number of Canadian fruits, apples, grapes, pears, peaches, which are most prolific in Ontario, a market is opening in England. In order to avail ourselves of this market there is every necessity that the quality of the fruit should be maintained at the highest standard. To this end, the first link in the chain of transportation, the carriage over the country road must be rapid and free from jolting, there must be no more exposure to the heat of the sun, to dust, and no more bruising than can be avoided, otherwise the care in the remainder of the journey in providing rapid railway and ocean transportation and cold storage is thrown away.

COST OF DAIRY PRODUCE LESSENED.

The transportation of dairy produce is another department in which the farmer can materially benefit from good roads. That milk is injured for all purposes by being jolted and churned over a rough road in the hot sun is well known to practical dairymen. Good roads would mean that milk could be sent to the town, city or railway station for retail trade to very much greater advantage to both seller and consumer. Good roads would also extend the possibilities of such trade over a much wider area of country. Besides improving the quality of butter and cheese produced by the factories, these factories could draw their supply from a much wider area of country, the number of factories would be lessened, and the cost of production per pound thereby decreased. The cost of haulage is a considerable item in the expense attached to many factories, which could be rendered much less by better roads.

Good roads would decrease the cost of haulage of farm produce by lessening the number of horses required, increasing the size of the loads, decreasing the wear and tear in horses, harness, and wagons, in addition to demanding less of the farmer's time. As has been pointed out, they would facilitate the business of selling farm produce to advantage, extend the markets, and improve the quality of the produce as supplied at these markets. In dairying the cost of making butter and cheese would be lessened, and the quality improved.

All these are matters which, looked at separately, may seem trifling, but in the aggregate they amount to a sum of no small dimensions. It is estimated that the cost of wagon carriage on this continent averages 25 cents per ton-mile as compared with 8 cents in those European countries where good roads predominate. The contrast is more striking when it is known that the cost of carrying one ton for five miles over Canadian roads will

carry a ton 250 miles by rail and 1,000 miles by ocean vessel. To be consistent, the farmer who complains against excessive freight rates should not neglect the portion of the transportation system entirely within his own control, the common highway.

One Hundred Years Hence The Farmer of the Twentieth Century; Told in a Dream.

By T. C. Wallace, Toronto, Ont.

In Bellamy's "Looking Backward" and "Equality" I found such interesting reading that studying them in the "wee sma' hours" I one night fell asleep in my comfortable arm chair and dreamed.

I dreamt I was living in the end of the 20th century. To be more explicit, in the year 1999, or one hundred years hence. I found myself in a magnificent farming district in Western Ontario. I did not recognize the faces of the people I met, but I knew they were farmers, though so different in attire and appearance from the same class of to-day. Neatly dressed, well groomed men, whose beards were neatly trimmed, or faces cleanly shaven, appeared at work in field and barn. Comfortable, well-dressed matrons, and bright stylish girls moved about the houses at their ordinary duties. Such a bright, smart-looking lot of children as I saw at the country school-house I had never seen before. And the homes of these people could only be compared, and that favorably, with the country villas of the wealthy city merchants of the nineteenth century. The roads were finer than anything day-dreamed of by our most enthusiastic good-roads advocates. By the side of all the main roads light, noiseless trains carried passengers, and occasionally cars loaded with freight or produce moved along the highway. Fences were only seen surrounding animals at pasture, and even these seemed to be of a temporary nature.

Approaching one of the most important of the houses I found myself an object of seeming curiosity to the inmates, but the kindly, well-bred manner of the lady, who was the farmer's wife, soon put me at my ease, and evident ignorance of the country and customs in which I found



Pan-American Exposition Site: View East on Park Lake from the Elmwood Ave. Bridge

myself easily convinced them I was a stranger. I was invited to supper, and without wearying the reader with details, I will state briefly that the farmer was a very intelligent, well educated gentleman. Glancing at a calen-