

makes in the mere carriage from 6d. to 1s. per bushel on wheat, from 3d. to 6d. on barley, and from 2d. to 4d. on oats; to say nothing of the advantage of being able to choose their own time of going to market.

Nothing can be more important to a community than to *reduce the cost of production*—in this consists the true policy of the agriculturist. In this is to be found his legitimate profit, and his surest protection. Whether is it best that a farmer shall obtain high prices for his wheat, with a defective crop and impassable roads, or that he keeps the price moderate, and is enabled to diminish the cost of production? If it cost the farmer 1s. per bushel to carry his wheat to market, the price must be 1s. higher, or his profit is diminished; if he can reduce the cost of carrying his wheat to market to 6d., he gets an extra sixpence for every bushel he sells. The price of wheat is not in this country governed altogether by the cost of production; we have to compete with the whole world, and our policy is evidently to keep down the price of production by every possible means in our power. This is to be done principally in two ways, namely, by the improvement of our agriculture—in other words, the increase of our crops of grain and other produce; and the diminution of expense in sending it to market.

Nor does this apply to our roads alone, a reduction in the freight of goods directly benefits the Farmer. Merchants ascertain the value of agricultural produce, not only in England, but all over the world; wherever they can get a profit, to that place they will export it. A very large item in these expenses is carriage and freight; wherever, then, these can be reduced, we increase the demand, and an advance in price is the consequence.

If, for example, it now costs 5s. per barrel to send Canadian flour to the London market, and from some improvement in the means of transport it can be reduced to 2s. 6d., probably the charge of 5s. may amount to a prohibition, because it will leave no profit; whereas 2s. 6d. would enable a merchant to make a profit to that amount on his cargo; in the one case he would not buy, and it would be a dull market to the farmer; in the other case the demand would be brisk, and a good price, as well as ready sale, would be the result.

It must also be borne in mind that the Farmer indirectly bears the consequences of high

prices. If provisions be dear, it will stop emigration. People come to Canada to live cheaply; if the high price of provisions put a stop to emigration labour is high, because the demand for it is great, and the high price of labour is the Canadian Farmer's greatest curse. The motto of all Canadians should therefore be, improved agriculture and good roads, and other things will follow of course.

We now present the following Report on the comparative cost and relative advantages of Macadamized, Plank, and Timber Roads.

MACADAMIZED ROAD.

A Macadamized Road, with a metal bed 16 feet in width, and 10 inches in depth, will in practice require about 330 toise of broken stone, of 216 feet the toise, per mile.

The cost of stone necessarily varies in different parts of the Province; in the Western District, as well as in parts of others, there is literally no stone for many miles together.

Where granite boulders are numerous, they may be collected and delivered on the side of the road at eight dollars the toise; where they have to be carried a considerable distance the cost will be higher in proportion; a toise of granite boulders weigh from eight to ten tons according to the size of the stone.

Where limestone formations exist near the sides of a line of road, the quarrying will cost from 5s. to 7s. the toise, to which must be added 5s. for throwing upon the road. They will, with the breaking at 18s., furnish a supply of stone at five dollars the toise, which is the lowest possible price at which stone can be procured.

The price paid for breaking granite boulders is from 30s. to 36s. the toise; for breaking limestone, from 15s. to 25s., according to its hardness. An expert hand will, however, earn at these prices large wages, from \$1½ to \$2 per day, an inexperienced or a lazy man will not earn half a dollar.

The best Macadamized Roads are those which are made of three parts of granite and one part of limestone or sandstone.

The cost of ditching, draining, forming the abutments, with making the metal bed, under ordinary circumstances may be estimated at about Four Hundred Pounds the mile.