

## DOMINION SECURITIES CORPORATION LIMITED

ESTABLISHED 1901

HEAD OFFICE 26 KING ST EAST TORONTO

Capital Paid Up - \$1,000,000  
Reserve Fund - 500,000

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## CANADIAN GOVERNMENT MUNICIPAL AND CORPORATION BONDS

on both sides of the Halfway River, immediately adjoining the Dominion Government block in British Columbia. The company, by its charter, also has the right to deal in townsites, timber, coal and other minerals, and on this account should play an important part in the future growth and development of the entire Peace River district. A year ago the British Columbia Government, by an Order in Council, withdrew from sale all lands not previously disposed of in the Peace River district, and the land purchased by this company was the only tract of its size secured from the British Columbia Government previous to the withdrawal of the land from sale.

## Wherefore of Good Roads

(Concluded from page 16.)

lessen the cost of maintenance. They would know the machinery required for various kinds of work and how to use it.

A national bureau—perhaps provincial bureaus as well—should be established, and as fast as road models and lecturers could be provided the bureau should send them to every county fair to illustrate road-building in the surrounding country, and interest and instruct the farmers. At the more important exhibitions there might be picture shows that would supply both entertainment and instruction.

In the United States there are sent out special trains with models, picture shows and lecturers to give illustrated lectures. These are particularly useful for backward communities where there are no road engineers. The railway companies haul the trains free of charge and are glad to do so, for the whole scheme means agricultural development and increase of railway traffic. In fact there is so much demand for these trains and so much competition between the different railway systems that the National Bureau has been unable to keep pace with the demand.

Much is being said now about building national and provincial highways, and the governments are expected to contribute handsomely to these, but the chief use of such highways will be to improve the facilities for local traffic along their routes and to link together populous communities that are close enough together to have a large interchange of traffic by the roadway. Tourist traffic, however important, is not to be compared in importance with local business. The long haul is, and must continue to be, provided for by the railways and waterways. For instance, a great, first-class highway from Montreal to Windsor passing through a host of cities and towns on the way would be a great boon to the local traffic of the country through which it would pass; and this would be its chief benefit, notwithstanding the fact that it would also be useful as a through road for tourists. But to fulfil its purpose there would still have to be main county roads running into it, and these would in their turn require to be fed by improved township roads and side-lines.

The aim should be to make a complete system, more particularly for the short haul; and this will be best accomplished by a county road system in each county and good connecting links from one county system or county town to another. With the county systems thus linked together, through roads for all purposes would be effectively provided in all directions, while the local traffic would be amply provided for. At present the county roads in Ontario are aided by the Provincial Government to the extent of one-third the cost, but no aid is given to the far greater mileage of the township roads.

Of course colonization roads must be built largely at the expense of the Government for the purpose of opening new districts, but as these are constructed and settlement is followed by county roads, the township roads will have to be built or improved largely at local expense. In the end, in all districts, old and new, the people will have just such roads as they are willing to pay for, and their roads will be an indication of their enterprise. But to the extent that the national and provincial governments can be induced to contribute from their revenues for main roads the burden will be distributed over the whole population, urban as well as rural, to the relief of the local municipal taxpayer.

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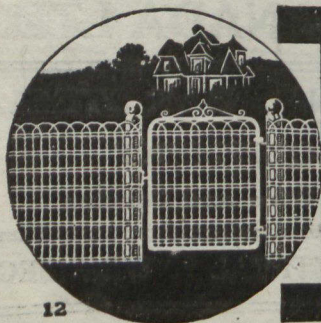
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