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than two miles from a good highway. It is necessary, however, to have tributary roads leading to the main road. The fact that the good roads exist is an incentive for the building and maintenance of good tributaries. These are built and looked after for the most part by statute labor, assisted by ward appropriations and special grants from the general fund. The determination to have good tributary as well as good main highways was strikingly illustrated in a particular piece that was called to my notice. A mile of road had been built from an appropriation, but it did not reach the main highway. The farmers got together and donated their time and made a stretch of two miles out to the main highway. In recognition of their splendid spirit the council at once supplied them with a drag to use for maintenance purposes on the new road they had constructed.

Winter Roads

But it is not always summer time in Manitoba. For a considerable period of each year the roads, whether good or bad, are comfortably buried beneath a thick blanket of snow. In the construction and maintenance of good roads, however, the winter period is also taken into consideration, the object being to have the roads passable for wheel traffic as early as possible in the spring. There are many things that can be done to assist in shortening the period of bad roads in the spring. Weeds and brush on the roadside tend to hold the snow in places. Wallace is encouraging the farmers to plow the sides of the roads up, and any work devoted to this operation is allowed as statute labor. Farmers are encouraged to grow a crop or two on the roadsides and then to sow them rye grass or brome. Some farmers are doing this on their own account; indeed, some of the men who strenuously fought the good roads idea at the beginning are taking the leading part in this work now. The traffic is encouraged to keep to the side of the road in winter, as the hard, dirty snow melts slowly, penetrates the road bed and loosens it and may greatly increase the maintenance charges. It has been found in Wallace that if the traffic is kept to the side of the road all winter, the wheels can get on at least two weeks earlier in the spring. Col. Ivens sets a good example in this regard, as after every storm he gets out and breaks a road on one side of the grade and the traffic naturally follows it.

It may seem paradoxical that good roads cost no more than bad ones in cash outlay, but such has been the experience in Wallace. In 1912, before coming under the Good Roads Act, the municipality spent \$15,100 on roads and bridges. In 1917 the municipality paid out \$14,000 on roads and bridges, including maintenance of good roads as well as the principal and interest on the debenture issue, making no increase in taxes. Of the new debenture, issue of \$48,000 which the council has been authorized to make the increase in taxes will be only one-and-one-tenth mills, that is, the farmers will be paying \$7.20 instead of \$5.00 per quarter section assessed \$2,000. In 30 years the debt will be paid and the taxes reduced by three and three eighths mills.

The strongest argument presented by advocates of the excess profits tax, is that in them the war has automatically provided a fund, which accordingly should be taken to pay war expenses. But why confine that logic to excess profits and war time? There is another fund automatically created by the Government in performing its ordinary functions. Why should it not take it for its expenses? This other fund is land value. Were it not for the services which government performs, land would have very little value. The better the services, the more those who use land must pay for the privilege to private individuals. War profits will cease with the war, but the retail value of land, the natural public fund, existed before the war and will continue to exist afterward. The argument for taking war profits for war purposes applies with much greater force to the suggestion that values created by the public be taken for all public purposes.

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