

Railways and Highways.

DEAR SIR,—Permit me to urge upon your attention the great importance of good roads as feeders to railroads. Throughout the United States the condition of the common country roads is the index to the prosperity of railroads. When highways are impassable, freight and passenger earnings are necessarily diminished and the price of railroad securities lowered; when the roads are in good condition, merchandise is accumulated at the depots, and in moving it trains are delayed and accidents increased. A uniform good condition of roads would enable railroads to handle freights more expeditiously and advantageously.

Good roads are the means by which a country is built up populously and prosperously; bad roads delay civilization, and cause districts to be sparsely settled, and poverty and ignorance to abound.

The railroad companies of this country, representing millions of employees and billions of capital, and controlled and directed by men of high intelligence, have a commanding influence in every legislative hall in the United States.

Every railway corporation can request its officers, agents and employees to do what they can to create a right sentiment in regard to the improvement of highways in their respective neighborhoods; and all along the various lines depot masters and freight agents could report to a road department, established by the company, the condition of the roads in their towns and what is being done to improve them. These depot masters could be furnished from time to time with pamphlets containing instructions for the construction and maintenance of highways, for distribution to persons doing business at their stations, and thus educate them how to build better roads, as well as teach them that better highways effect saving in transportation. Any railroad running through a territory having good roads must have a great advantage over a competing line with poor roads from its stations.

The executive officers of a railroad corporation can instruct representatives in Congress on the importance of better highways, so that favorable legislation may be secured; newspapers to whom railroad companies extend their patronage might be requested to devote space to agitating this matter.

The building up of suburban districts, which is of such a profitable character to railroads, is first brought about by the con-

struction of good roads by those who wish to sell land.

Aside from the material advantages that may accrue to a railroad by its aiding in the work of agitating this subject, there is to be considered the broader question of the great benefits that might be conferred upon the entire community.

Will you not aid this great movement, which is of so much national importance?

There will be sent to you a Memorial to Congress on the subject of roads, which contains the opinions of the following presidents of railroads: Stuyvesant Fish, Illinois Central Railroad; M. E. Ingalls, Cleveland, Cincinnati, Chicago & St. Louis Railway; C. J. Ives, Burlington, Cedar Rapids & Northern Railway; W. C. Van Horne, Canadian Pacific Railway, and many others.

Very truly yours,

ALBERT A. POPE.

Boston, Mass., Sept. 26, 1892.

President Van Horne's Opinion.

In reply to a circular letter sent out by Col. Pope to the various railway managers, asking their assistance and encouragement of a road exhibit at the World's Fair, the President of the C. P. R. wrote as follows:

MONTREAL, May 7, 1892.

"I have your letter of the 30th April. Any movement towards the improvement of the public roads on this continent will have my hearty sympathy and such support as I can give it.

"I feel sure that the sum of all the other waste and extravagance in North America does not equal the waste and extravagance of bad roads."

W. C. VAN HORNE, Pres.

During a bicycle race at the Cooksville fair an old man stepped out on the track just in front of one of the racers, Mr. G. Graydon, a son of Postmaster Graydon, of Streetsville. The rider had no chance to dodge, and the old man was evidently "paralyzed," and there was the consequent crash. Graydon was picked up unconscious, badly bruised and minus a tooth, while the old man, though otherwise uninjured, had a gash above his right eye, made by Graydon's teeth. Mr. G. was confined to his bed for a couple of days, but soon came round all right.