

paths, constructed at the expense of the State, with stone cairns erected along them.

The national roads which have been improved and made carriageable are from 3 to 4 metres across, with a superstructure, in most cases, of unscreened gravel, though of late such parts of them as are most frequented by motor cars have in some instances been macadamized.

To facilitate internal communication, there is yet another factor of great importance, namely the construction of *bridges*. There are many rivers in Iceland, and some of them almost, if not altogether, impassable. In order, therefore, to get the full benefit of the new roads, bridges had to be made, but up to the last decade of the nineteenth century they were few, except small wooden ones, thrown across narrow streams. In 1890 the first suspension bridge was constructed across the Ölfusá, by English civil engineers; it was made of iron and is about 75 metres long. Several other rivers were bridged in the same manner; but this method was found to be too expensive. Next in order were the fixed bridges, also made of iron and supported on piers of masonry; but since 1907 most bridges, whether long or short, have been made of reinforced concrete. The longest bridge in the country at present is the Lagarfljót bridge, some 300 metres long.

The common form of vehicle for transport in the rural districts is the two-wheeled horse-drawn cart; and it is not uncommon to see one man in charge of 2 or 3 carts of this type.

The first motor cars came to Iceland in 1913, but their number has increased so rapidly, that in 1929 no less than 1151 had been registered in the country, 636 for transport, the rest for passengers. The majority of the cars are registered in Reykjavík and its neighbourhood, and a regular automobile service is kept up between the capital and various places in its vicinage and in the southern lowlands. During summer motor cars are also regularly run between the northern and southern districts and various other places throughout the country.

There are no *railways* in Iceland, but preliminary surveys have been made with a view to constructing a 65 kilometre line from Reykjavík to the southern lowlands. The sanction of Althingi to carry out this plan has not, however, been obtained.

The subjoined table shows the State expenditure on roads and bridges for fifty years: