

cultivation, chemicals or parking, as we may call it, the first is impracticable. Of the two latter the last appears the more feasible. Having constructed our road-bed and ditches, the side-width will be cleaned up and sown, say to white clover. A little attention now and then to re-seeding spots where growth has failed and to cleaving out young trees will in a year or two give a clean, strong growth which will bid defiance to noxious weeds. Now, plant shade trees at regular intervals and then will our roads be converted into boulevards or a delight to the traveller, a relief, an object lesson to the farmer and a monument to the Government, to the people, and (may I say it?) to the Road Superintendent.

Let us consider once more conditions as they are. The land-owner adjacent to whose land the road lies, must tend such adjacent portion of the road. But in the case represented in this diagram, the owner of Lot A has no portion of the road to tend, although he can and will make use of the roads as often as the other owners. Indeed, the owners of B. and C. have to tend the portion X of the road which in all likelihood will be used only by the owner of A.

Finally, a few words should be said about the neglect of many municipalities wherein weeds run riot, and by winds, by birds, and by other means, seed is scattered for miles over the surrounding country. Neglect and carelessness in any place, or by any person or corporation, is a menace to the community at large—a menace which can be overcome only by complete co-operation between the Government, the farmers and the Municipal Authorities.

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