

hooded crops and grasses would be a great aid in keeping weeds under control. The rotation system has been partially introduced by many of our farmers at the present time, and, so far as it has been followed, has been successful. From these attempts, and in view of the facts stated, it is safe to predict that crop rotation is the coming system of agriculture for Manitoba. C. L. S. Mackenzie, Man.

[*Crop rotation, or that system of farming by which the various crops of the farm follow one another, rather than the same class two years in succession on one field, may not suit conditions on every farm in this country at present, but it is at least worth serious consideration.—Editor.]

Rural Mail Delivery and the Highways.

To the Editor "Farmer's Advocate":

I have read with great interest in your last issue Mr. F. J. Worth's plea for free rural mail delivery, and quite agree with his views on this all-important subject. No Government, whatever be its "color," can fail to see the necessity for giving effect to such demands, and probably no Government we may ever have in the future will refuse to try at least to extend the benefits of the postal service to the best of their ability. But, as your correspondent points out, one great if not the greatest difficulty lies in the deplorable state of the roads. Coming from a country where road-making and road maintenance has long been at a high pitch of perfection, and having been for many years largely engaged in the construction of highways, I have been staggered with the appalling badness of the roads in Canada.

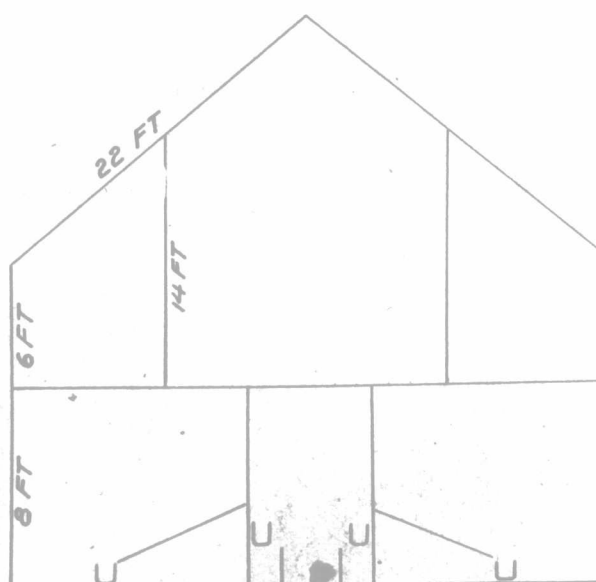
So far as I have seen, and apart from city and town roads, where decently made (which is by no means always the case), they are not roads at all, and to me it is inconceivable how the post office can meet the views of those who, rightly and naturally, demand direct delivery at their own doors, until something is done to ensure the safety of the letter-carrier, who must, under the existing state of matters, bid his family farewell every time he ventures on his rounds, with only a chance that he may ever return to them alive, but with several chances that he may eventually be found smothered in mud, miles from any human habitation!! Seriously, though, is it not possible to do something to remedy this? I do not pretend to know how the highways are supposed to be made and kept up, but surely it is time that a country making such rapid progress should have something better than mere "road allowances" over which to carry the property of the inhabitants. In Manitoba, particularly, the making of the highways is at least free from the serious difficulties and expense of extensive cuttings and heavy embankments, and in many cases little beyond metalling and drainage is necessary. Suitable material for road-making can only be procured where it exists, no doubt, but all over the Prairie Province there are, according to the geological information available, beds of rock, much of which could be used to form the foundation or "bottoming" of first-class roads. Even where stone is not to be had at workable depths, there appear to be endless deposits of clay of varying qualities, which, in the absence of anything better, could, by blending and burning, be rendered hard enough to provide a bottom strong enough to resist the atmospheric changes of the climate, and to carry for many years all the ordinary traffic. It would not be necessary to form the whole width of the roadway to begin with—possibly a width of twenty feet would be sufficient for all purposes—the depth and gauge of the metal would depend upon the material itself and the nature of the ground on which it was to be laid. A road so formed and sufficiently rolled would do without top-metal for a long time.

How the expense of such highways would be met I leave for the better-informed to say, but it appears to me to be quite evident that whatever is spent on the highways under existing arrangements is simply money wasted, as no permanent roads appear to result, even in districts where the "system" (?) has been in operation for many years.

When a practicable highway from village to village and a passable road from farm to farm is provided, then, indeed, the Post Office Department can have small excuse for withholding our intellectual privileges from us for more than twenty-four hours; but until some such scheme is faced, it is difficult to see, in many cases, how our mails are to be accelerated to any great extent. Mr. Worth indicates that the mud, like the poor, we must have always with us, but I feel inclined to dispute this dictum, as with decent roadways the mud will, so far as the roads are concerned, cease to exist, or, at least, to vex our souls. But, like many other desirable things on the prairies (tree planting included), all our dreams will be realized some day. L. S. L. Winnipeg.

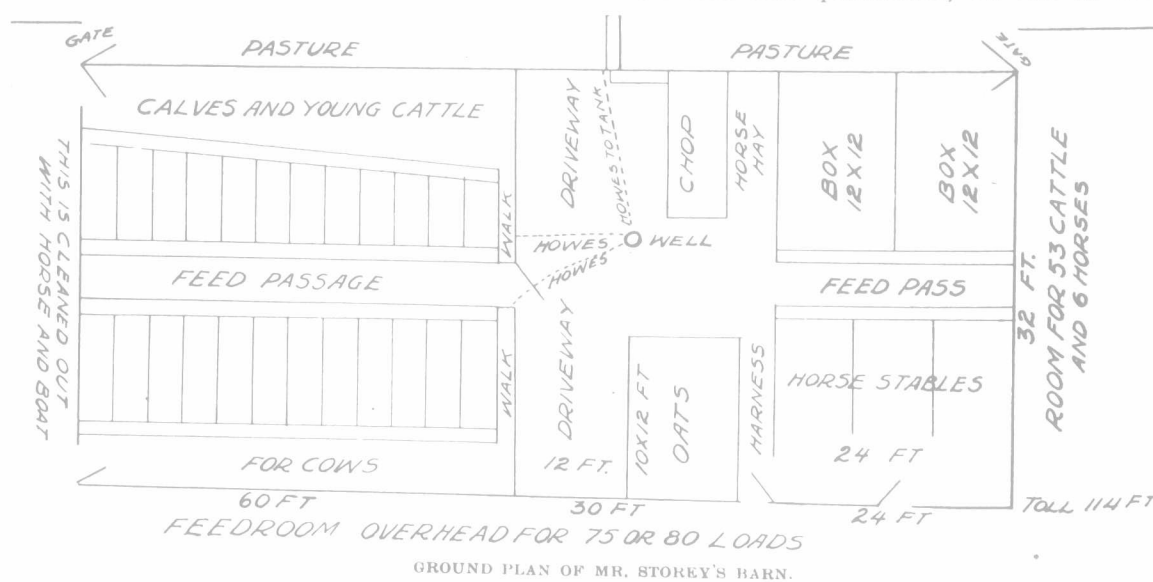
Virden Grain Growers Organized.

A meeting of farmers and business men was held at Virden a short time ago, for the purpose of organizing a Grain-growers' Association for that district. Although the weather was unfavorable, there was a good attendance, and a strong association was inaugurated. Messrs. Motherwell and Snow, President and Organizer of the Territorial Grain-growers' Association, were present and addressed the meeting, giving a good deal of information with regard to organization



work, and showing what had been accomplished by the Territorial Association and the work laid out for the future. Those gentlemen strongly impressed upon the meeting the necessity of the farmers organizing in order to obtain justice. It was the feeling of the meeting that everyone present should do all he could to increase the membership of the association, and it is believed that in a short time this association will have over two hundred members. It is expected that every district in Manitoba will organize, as the farmers can clearly see now that if they don't unite to obtain justice and fair treatment they will continue to get the worst of it.

When the different districts in the Province are organized, a central association could be formed, composed of delegates from the district associations, which would harmonize the work of these and make it more effective; and a joint convention could be held annually, or more frequently, if necessary, with the Territorial Association, so as to bring the whole organized weight of the farmers of Western Canada to bear on the powers that be and compel them to enact such legislation and adopt such measures as will secure to farmers a free market and adequate transportation facilities for the export of their produce. There was a number of resolutions re transportation, the extension of the Intercolonial Railway to the West, grain act and other matters to be put to the meeting, but all the available time was taken up in speaking and organization, so that these resolutions had to be held over for a future meeting. The officers of the Virden association are: J.



W. Scallion, President; George Carefort, Vice-President; J. A. Blakeman, Sec.-Treas.; Peter McDonald, Col. Ivens, and L. Bennett, Directors. The President or Secretary will be pleased to hear from any districts in Manitoba that wish to organize a Grain-growers' Association, and will, if requested, send copies of the constitution and by-laws of the association, and any other information they can.

Copies of the constitution and by-laws of the association, and other useful literature connected with the movement, may also be obtained from Mr. W. R. Motherwell, President of the Territorial G.-G. A., Abernethy, Assa. J. W. SCALLION.

A Convenient Stable.

Good stabling is very essential, and the accompanying plan and photogravure are published with the view of showing a plan which is giving good satisfaction at a cost of \$700. The barn is frame, built on a stone foundation, with the stable portion, ceiling included, double boarded and tar paper between. All the studding, posts, rafters and cross-beams were made of poplar from Mr. Storey's wood lot, which, of course, helped keep down expenses. In the large loft, hay, straw, oat sheaves, etc., are stored by use of the grain slings, which makes it convenient, saving both time and muscle. The loft is usually filled during haying, and as winter feeding makes vacant space, loads of green oat sheaves from the stacks are stowed there by the same slings. A water plant keeps the stock constantly supplied with water. This is good for milk or beef production, besides being a grand labor-saver. The cattle are fed from a passage at their heads, and the stable is cleaned out by means of a horse and stone boat.

In a recent letter to the "Farmer's Advocate," Mr. Storey says: "I call this the poor man's barn, because it gives the poor man a barn with all the conveniences of a basement stable at a much less cost than is usual for a building affording the same room for stock." The price may appear very small for a building so large, but the amount is made up principally for cost of material, as the owner did the work of construction within himself, less \$75.00 for stonework and roofing.

Killing-Weeds By-law.

To the Editor "Farmer's Advocate":

Sir,—What can we do to keep down noxious weeds, is a question hard to answer, yet it is one of vital importance, and at the present rapid-growing stage in the history of our Province it demands that stringent measures be used, or the weeds will become masters on each farm. Last season I was requested to become weed inspector of the whole Municipality of Glenwood, a district far too large for any one man to handle. I explained that one could not do justice to the weeds of the case in question, yet, as more help was not forthcoming, I began by notifying the farmers through the medium of the local papers, that I wished any who had complaints to make regarding weeds to confidentially let me know and I would do my best to put matters right.

French weed was the first that I had my attention called to. However, previous to this, I had advised through the local papers that land containing this weed should not be sown to wheat. This was not regarded, and soon I found a difficult task before me. I was advised by the Council to be as lenient as I consistently could. This, unfortunately, was published as the sentiments of a majority of the Council at one of their meetings, which, by the way, was not true, as it was only the expression of one or two individuals at that meeting. It was, however, taken advantage of by many of the weed producers; so, finally, as a last resource, I had to summon one of the worst offenders. When the case was being tried, witness after witness was brought in by the defendant to prove that he had done the best he could, and the magistrate accepted evidence of this kind in preference to my sworn statements of indisputable facts, so decided against me. I still wished to have this man prosecuted, as one of his farms

was extra foul with weeds, but the Council, on the advice of their Solicitor, decided to let the matter drop, and then my usefulness entirely ended.

It appears that the Noxious Weeds Act requires some few amendments, and I hope that our legislators will soon be forced by their supporters to do their duty in this respect. The law, even as it stands, is not universal, some municipalities not coming under the same ruling as others, and this makes it hard for those on the border, who are supposed to keep these weeds under and who strive to do so, to not see their next neighbor forced to do likewise. W. WENMAN.