

depth, in a perfectly homogeneous seed-bed, and that, consequently, every grain will sprout contemporaneously, each plant go through its life up to ripening at the same pace, and when the sample is submitted to the maltster, he will buy it at once, instead of, as we have seen it happen in England, gravely hand it back to the farmer with the annoying remark: Thank you; I don't feed pigs.

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### GOOD ROADS.

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As the country becomes older, settlement more dense and the pioneer stage of farming a thing of the past, more attention is being given to the condition of the roads. This has perhaps been made more necessary than in the past by the rapid settlement of vacant lands in all parts of the province and through the fencing off of trails, which have in the past given serviceable roads, causing new roads to be opened up, frequently through places where it is difficult to make a good road. We need not dwell on the importance and value to the farmer of good roads, as they are patent to all. The Farmer wants, however, to call attention to the fact that the time has now come when some action should be taken by the Government in this matter. The city council and the councils of the municipalities adjacent to Winnipeg have interviewed the government, asking for aid in constructing good roads leading into Winnipeg. These people have realized the value of good roads, but why should this particular district be favored more than any other? On account of the heavy nature of the soil around Winnipeg it might be well that this section be the starting point of a system of aid that shall ultimately extend to all parts of the Province.

The road question is a big one and one with which the government will have to grapple in some way in the near future. Many new roads are being laid out and this work may as well be done on a permanent basis now as later. Therefore

there is great need of a permanent and properly qualified official being appointed to superintend laying out and constructing these roads. Ontario has seen the need of such an official and after a few years' trial has enlarged his sphere of usefulness by making him Provincial Engineer of Highways and Colonization Roads under the Public Works Department instead of simply Provincial Road Instructor. The Government has also pledged \$100,000 a year for 10 years for the construction of improved country roads. Again we say the time is ripe for a move in this matter in Manitoba. The main roads in each county might be first improved, then the side roads. It is plain to all that every one cannot have the improved road past his door, therefore there must be no small jealousies, but a spirit which will tend to obtaining the greatest good for the greatest number.

"N.-W. Farmer."

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### LOCAL EXPERIMENTS.

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It should hardly be necessary to say—yet it may, perhaps, "clear the ground" somewhat to say—that local experiments in the growth of farm crops (and management of farm stock) deserve to be encouraged everywhere. These local experiments, should be upon ordinary crops, conducted—if I may be allowed the phrase—by ordinary men, who are using the ordinary implements and methods of cultivation. The value of such experiments will, of course, be very different from that of similar trials carried through, with the closest possible approach to precision, by experts, for purposes of scientific investigation. Yet the former will not be of necessity, be the less important.

Each class will have its own merit; and it must be added, for some purposes its corresponding defect. In local experiments, for example, we may hold it to be legitimate, and even desirable, to break off with some such statement as, "We did not pursue this further, because we did