

Professor Robertson, through whom this donation was made by Sir William C. Macdonald, says :

'All those who desire to enter the competition should send their names and addresses to Professor Robertson, Ottawa, before the 1st. June, 1900. These communications should contain only the words "Entry for seed grain competition," and the full name and address. They will be carried by mail free of postage.

'I particularly request that no question be asked on these entry applications. Full particulars will be mailed in good time to everyone whose entry is received; and I am sure the newspapers will accord their much prized courtesy, and help in giving publicity to any further announcements. The competitors will doubtless number many thousands, and it will not be practicable to write letters to them individually. The plan provides for 640 prizes, of which 16 are \$100 each; 16 are \$75 each; 16 are \$50 each; and 64 are \$25 each.'

It will not be necessary for any of the boys or girls entering this competition to receive any further directions concerning this movement until some time in June, when full particulars will be sent to each competitor intimating how to choose the particular acre and how to set about selecting the large heads from it for seed grain for sowing next year.

As mentioned before, entries should be addressed to Professor Robertson, Department of Agriculture, Ottawa, and should contain only the words "Entry for Seed Grain Competition" and the full name and address of the competitor. These applications will be carried by mail free of postage. They will be received until the first day of June, 1900. Already there are many hundreds of entries from every province in the Dominion.

GOOD ROADS.

To the Editor of THE JOURNAL OF AGRICULTURE :

Dear Sir,—The subject of good roads should be a live one during the next few years. What are we to do about it? It is quite easy to criticise and find fault, but quite another thing to suggest a remedy. At the present time, old time methods will not do. Some people say the roads are better now than they were 25 or 40 years ago, and our forefathers got along well and made money; why do not we try and follow their example? My con-

tention is that the circumstances are quite different. Forty years ago, our forefathers were not on the road even once a week, and sometimes for a longer period; while, now, with cheese factories and creameries at almost every corner, farmers are drawing their milk to these every day; dry or wet weather is all the same, you must go. During the wet weather in the fall, and in the spring, when the frost is going out of the ground (1) our roads are in a wretched state, and at times are almost impassable. During times like these last I have just described, our forefathers would stay at home unless in cases of emergency; now, the creameries run at least 8 or 9 months in the year, and, in fact, some of them the year round. The patrons have no choice, but must go through, breaking vehicles, and abusing cans, spilling milk, etc. A change is needed, and that too immediately. In those parts of the country where statute labor is in vogue, I can easily see a way to remedy matters; but when every one makes their own front road, the difficulty will be much greater. For this reason, those that make their own front road, some may have gone to considerable expense in making their road, and during the muddy season such piece of road is like an oasis in the desert, or perhaps the simile would be better if we used the word: island in an ocean instead of an oasis. While others object, they cannot say for what reason, they think they might be called on to pay more than their proper share. I should think it would be only fair to compensate those who may have done such a thing as permanent work, and it would take away their objections to make a change from statute labor.

When we have reached that stage, I should say that the taxes levied for the repair of roads, by commuting it in money; the township or parish could be bonded for 30 or 40 years, and the amount capitalised, would in most cases put the roads in good shape by macadamising them. The reason why we call broken stone macadam, is that a man (2) by that name was the first to use broken stone. The Government, at Quebec, in order to encourage the building of good roads, offers liberal bonuses to those who purchase road-machineries, or stone-crushers. In most of the

(1) Don't we remember the spring roads, from Chambly to St. John's, in 1860, when we had the Chambly Brewery! Ed.

(2) A Scotchman; but he did more than that; he regulated the size of the broken stones. Ed.