

by keeping the cow in the best of working condition, will be shown in the future years. Breed up and feed well is the combination that insures success.

Yours truly,
Curries, Ont., March 5th, 1899. GEO. RICE.

Lucerne or Alfalfa

To the Editor of FARMING:

In your paper of February 14th you have a valuable letter to FARMING from Mr. Davis, of Tweed, of which every word is truth. If all farmers would read that letter, and act upon it, it would be worth thousands to this Canada of ours.

Mr. Davis desires me to state through FARMING if it is hard to plough. Any man who knows how to plough with a sharp point and a fair team can plough it first rate. If any one does not believe this he can see eight acres ploughed on one of my farms. I have not seen any better work done last fall.

Lucerne clover seems to be demanding more attention at present, and it well deserves it, as every farmer who has used it can well testify.

Some of your readers ask in your number for February 28th if Lucerne will grow good in fall wheat. It did not catch good with me, but I think if sown when the land is dry and rolled it would be all right.

As to seed per acre, it depends whether you want it fine or coarse. I like to have some orchard grass seed with it, as it does well that way with me. I would say from twelve to twenty pounds per acre, with three pounds of orchard grass with it. It must not be fed the first fall if you want it good.

ALBIN RAWLINGS.

Forest, Ont., March 8th, 1899.

Should the Farmer Alone Pay for Good Roads?

To the Editor of FARMING:

Why is state aid for good roads the only just solution of this problem? Because it is the only practicable plan by which the great wealth of the cities can be brought to bear its just share of the expense. The country products go into the town and the city wares come out over the same common roads. The big towns are the farmer's best market, while the cities, great market is the vast farming community. Why should not the resident of the city help to pay for good roads to his country market as well as the farmer to his city market? In strict justice the city or commonwealth should pay not less than one-half the cost of improving all the leading market highways in every county. The very existence of the town depends on the trade it receives from the surrounding country. If good roads lessen the cost of this trade exchange and permits steady traffic, uninterrupted by mud blockade seasons, the larger the volume of trade and the larger the margin of profit to both townsman and farmer, and the larger the purchases they will thus be enabled to make. The hauling cost over bad roads is estimated to be 25 cts. per ton per mile, and only 5 cts. per ton per mile over good roads. It is but fair that all who use and are benefited by good roads should help pay the cost. The travelling representative of the city tradesman uses the common highways to visit every town, village and cross road store in the country in order to sell his wares, and the main highways are also used by the general public of the province. Therefore any plan that is designed to saddle all the cost of good roads on the farmer is evidently a most glaring injustice.

The city road reformer who wants to ride his bicycle through the country appears to think (as per a recent statement in *The Globe*) that the farmer needs more "education rather than legislation" and that "the Province is not ripe" for the latter. This unrighteous plan of educating the farmer to pay all the cost for good roads for the city man's equal benefit has been going on during the past

century, and the coming century will also pass by before the farmer will be ripe enough to fully accept so one-sided a proposition.

The farmer has long been ripe for a just legislative enactment for state aid for good roads similar to the renowned New Jersey State aid law, and it is rather the city road reformer with such unsound ideas who needs to be educated by the farmer in the first principles of simple justice. True, the farmers here and there in our province, yet only in shreds and patches, have for years back been building some creditable roads, but too many of these are botch stone roads, and unworthy the name of macadam.

The cost of building really first class stone roads such as are required (a botched stone road is a nuisance) is out of all proportion to the available property to be taxed in the sparsely settled country districts, and many farmers still in debt would lose their farms if required to pay such an extra road tax. The burden is too great to be undertaken by the farmers alone. One acre of property in some cities is probably worth from 10,000 to 100,000 acres in the country.

If it is a truism that all wealth comes originally from the soil then all Ontario may be said to have contributed to the building up of the large concentration of wealth represented by the city of Toronto, or, in other words, the business interests of Toronto extend over the whole province in various forms as represented by the newspaper, merchant, manufacturer, banker, loan company, insurance, lumber, mining and other interests. In like manner, but in a less degree, this is the case with every city, town and village in the province. All these city institutions are constantly sweeping in wealth from the country; the loan company by its semi-annual interest on hundreds of millions on farm mortgages, and the insurance lodges in every village sending in their monthly assessments, all tending to impoverish the country and to enrich the town. Can there be any plan that would better advance the well-being of the whole community, both townsman and farmer, than the returning of some of this wealth to the country whence it came, by way of state aid for good roads? I trow not.

The county road system has had a degree of success, and notably where large towns within the counties aided in paying the cost. This is a partial application of the principle of state or city aid. But this system is a great injustice to adjoining or outlying townships or counties that have no large towns, and which have also so largely contributed to the cities' wealth, yet have no power to tax the wealth of towns to aid them in return to improve their highways. Where the population is not dense enough, township and county councilmen stand appalled at the cost of good roads, and are unwilling to incur heavy debts, unless that debt can be lightened to the farmer by assistance from some good sized towns. Are not the farmers placed in an unfair position after helping to bonus the railroads with millions upon millions of dollars, and which has boomed the cities, so long as state aid is withheld from country highways? Good highways will "boom" the whole country as no other measure can.

The writer early advocated provincial aid for good roads, before knowing of the New Jersey State aid law, whereby the state pays one-third of the cost for improving the leading highways, and the county the other two-thirds, excepting ten per cent., which is paid by the property fronting on such highways. Since then this state aid principle has been adopted by the great commonwealths of Massachusetts, Connecticut, New York, Pennsylvania, and other leading states, with their millions of population, and being approved by such a mighty host that the writer feels that it has been fully vindicated on this continent and is bound to conquer all opposition in Ontario as soon as those who favor the good roads movement will sufficiently unite in pressing for its adoption.

The road reformers of these great states did not waste much time in futile education, but went straight for just legislation, and road improvement object lessons made swiftly popular the good roads movement. To the \$100,000 annually voted for colonization roads, and by which