

AMERICAN GOOD ROADS CONGRESS.

The Eighth American Good Roads Congress is to be held at the Hotel Statler, St. Louis, Mo., February 4 to 7, 1918.

The program is as follows:

"A Study of the Relative Efficiency of Motor Trucks as Affected by the Length of Haul."

"The Value of Improved Roads for Motor Truck Transportation as Auxiliary to the Railroads."

"Necessity for Uniformity in Motor Truck Legislation."

"Roads in the Hudson River District with Unusual Construction Features."

"The Necessity for the Immediate Development of Commercial Roads that are of Military and Strategic Advantage."

"Surety Bonds for Highway Purposes."

"A State Highway Department as a Contractor."

"Massachusetts Scheme for Contractors."

"New Features in Design and Construction of Earth, Sand Clay, Gravel and Waterbound Macadam Roads and Pavements."

"New Features in Design and Construction of Bituminous Roads and Treatments, and Cement Concrete Roads and Pavements."

"New Features in Brick, Wood Block and Stone Block Pavements."

"New Features in the Maintenance, Reconstruction and Repair of Earth, Sand Clay, Gravel and Waterbound Macadam and Bituminous Roads, Penetration Method."

"New Features in the Maintenance, Reconstruction and Repair of Bituminous Roads, Mixed Method; Cement Concrete; Wood Block; Brick and Stone Block Pavements."

"How to lay out and justify a war program for the Building of Roads."

IMPORTANCE OF GOOD SEED GRAIN.

It has been estimated that if first-class seed were sown on all farms the crop of the country would be increased by fifty per cent. This cannot be verified definitely, but the annual loss caused by the use of seed other than the best is beyond all doubt surprisingly great.

The present situation, with the world scarcity of cereals and the shortage of farm labor, urgently demands that the best possible selection be made from our 1917 grain crop for seed. This will bring about a great increase in production with a minimum increase in labor requirements. The proper procedure is for each individual farmer to make sure now, in early winter, that he has pure seed of strong vitality for his spring sowing.

The energy and vitality of seed can be ascertained only by a germination test. Mere inspection is untrustworthy. Grain of very good weight and excellent appearance is frequently found to have a considerable part killed outright, and the rest so weakened that the young plants are started with too little energy to withstand bad weather, or give a high yield. A poor crop is often said to have been the result of adverse conditions when if strong seed had been sown a satisfactory yield would have been secured.

Tests may be made at home, or will be done free of charge, up to twenty-five in number for one person, at the Seed Laboratory, Ottawa. For some tests seeds are counted and sown in boxes or cans of soil, and kept in a warm place. For all tests, care should be taken to have

them thoroughly representative of the bulk lot. When sent to the Seed Laboratory samples should be enclosed in strong manilla envelopes or cotton bags, and where more than one of a certain kind is sent, each should be marked with a distinguishing number. From two to four ounces of grain is sufficient for the germination test. Samples should be addressed to the Seed Commissioner, Department of Agriculture, Ottawa. They are carried free in the mails if not exceeding twelve ounces in weight.—Dept. of Agriculture.

ROAD DEVELOPMENT PATRIOTIC DUTY.

Discussing suggestions that all road work in the State be stopped during the war period, Chairman Benson of the State Highway Commission, of Oregon, said he had observed that the suggestion came from those who had always been opposed to highway development and other public improvements.

"Owing to the necessity of increasing our transportation facilities," he continued, "it seems to me that it is a high patriotic duty to go ahead with the improvement of our main trunk roads. In this connection I note that the Council of National Defense has appointed a highway transportation committee to work in co-operation with local highway authorities to relieve the burden of the railroads through the development of a greater use of the highways and inland waterways.

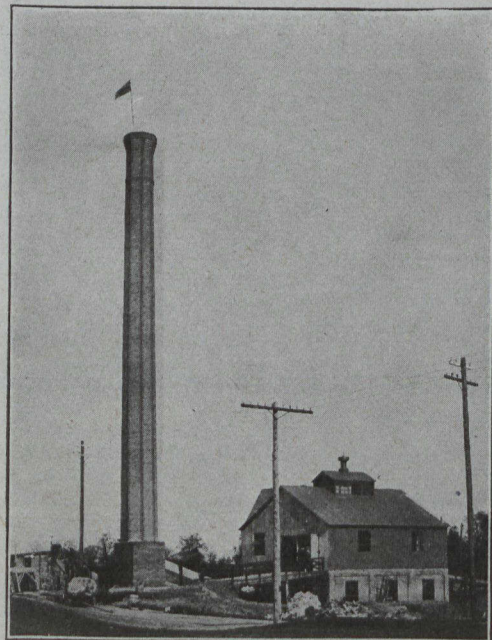
"It is proposed to encourage the use of motor trucks for short distance transportation. This would strongly indicate that the National Council of Defense would not approve the suspension of reasonable highway work and further add to the railroad congestion.

"As to the statement that more men would be available for the saw-mills and logging camps if road work were suspended, I venture to assert that but few men who are working on the roads would be willing to go into the lumber camps. One per cent would be a liberal estimate.

"Of course, there is reason in all things. Any unnecessary work should not be undertaken, but where an improvement will be instrumental in enlarging our facilities to bring our food products to market, thus aiding the defense of the nation and assisting our allies, it ought to be continued."—Portland Journal, Oregon.

THE CITY OF EDMONTON.

According to the "Albertan," the city of Edmonton is asking for a charter amendment to permit the use of the 1918 assessment for 1919. This is in order to be able to strike the mill rate early in the year. The procedure in future will be to have the assessment completed by October 30, the sitting of the assessment committee completed by November 31, and the court of appeals, etc., over in time to have the tax roll confirmed by January 31 each year.

A USEFUL INCINERATOR.

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(Direct connected drive preferred.)

500 to 700 gals. per hour.

3 phase alternating current.

This is a good opportunity for any municipality that may have displaced such a pump for a larger one.

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