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FARMER'S ADVOCATE

PERSEVERE & SUCCEED.

AND HOME MAGAZINE.

VOL. X I.

LONDON, ONT., FEBRUARY, 1878.

NO. 2

REGISTERED IN ACCORDANCE WITH THE COPYRIGHT ACT OF 1875.

The Farmer's Advocate

—AND—
HOME MAGAZINE.

PUBLISHED MONTHLY BY.....WILLIAM WELD.

OFFICE:—ADVOCATE BUILDING, LONDON, ONT.

TO SUBSCRIBERS:

TERMS.—\$1 per annum, postage paid; \$1.25 when in arrears. Single copies 10 cents each.

We cannot change the address of a subscriber unless he gives us his former as well as his present address.

Subscribers should always send their subscriptions by registered letter, and give their name and post office address in full. Subscriptions can commence with any month.

Subscribers who do not give express notice to the contrary, are considered as wishing to continue their subscriptions.

TO ADVERTISERS:

Our rates for single insertion are 20c. per line—\$2.40 per inch, space of nonpareil (a line consists on an average of eight words).

Manufacturers and Stock Breeders' cards inserted in "Special List" at \$1 per line per annum.

Condensed farmers' advertisements of agricultural implements, seeds, stock or farms for sale, or farms to let, not to exceed four lines, 50c., prepaid.

Advertising accounts rendered quarterly.

Advertisements, to secure insertion and required space, should be in by 20th of each month.

Letters enclosing remittances, &c., only acknowledged when specially requested. Our correspondence is very heavy and must be abridged as much as possible.

establishment in America. Went to the principal seedsmen's establishments and agricultural editors' offices; went through the Museum and Tremont Park. At 6 p. m. took cars and then boat for New York, arriving there at 7 o'clock Saturday. Procured artist work and saw more business men.

dens, orchards, lawns and houses were unprotected by any fence whatever. Fences that had existed were being removed. When at Rochester we purchased cuts No. 1 and 2. The first is an English scene. The English prefer to be walled in—to have no intrusive observers looking into their private walks or hearing their private talks. Cut No. 2 represents the American style—borders, but no fences.

We were passing by a walled enclosure in one of our Canadian cities. A Scotch lady accompanied us. We remarked that the grounds were beautifully kept in the enclosure; she remarked that she presumed it belonged to some pig-headed Englishman. We asked why she made such a remark. "Because they keep everything to themselves," was the answer. If an American had such a place, these dismal, disgraceful walls would be pulled down, that the public might at least enjoy the fresh odor and balmy breeze from these encumbered grounds. There should be a limit to shutting out air, light and beauty from the public, and where the free view of private life should stop. We all admire the beautiful gardens, lawns and shrubberies displayed by the American style, and are pleased to find it so generally adopted in our Canadian cities. The



ENGLISH STYLE.

time is coming when fencing in Canada will be the exception to the rule. In old settled parts of Canada the sooner the law compelling people to fence is abolished the better.

NEW YORK.

Although having been in large cities often, the contrast in New York always surprises us. The loud rattle and clank of horses on the pavements, the rattle of wheels and the mass of moving beings are bewildering to persons accustomed to quietness. It requires continual vigilance and caution, especially at the crossings. Policemen are at all crossings where there is much travel to help the aged the children and ladies across; they prevent drivers from acting carelessly, or there would be many killed daily. The traffic of street cars is much like a continually flowing river in some parts. They have one elevated railway running through the city, over the heads of horses and the street cars; it is supported by a single line of iron posts set about 50 feet apart. They are now constructing three more elevated railways, these to have double tracks. Strong

iron posts set close by the side walks support the iron truss work that carries the trains. There is complaint in New York and in each city that we visited about the dullness of the times and lack of business, but the immense number of moving beings would cause a countryman to think that things could not be at all dull. All is hurry and activity. We trust that this journey will tend to improve the future numbers of this journal.

On the Wing.

Monday, January 14th, 6 a. m., took cars for Paris Station by G. W. R. Arrived at 8 o'clock; took livery cutter and drove 14 miles for agricultural information. Took cars again at 4 p. m. for Rochester, N. Y.; arrived there at 11 o'clock.

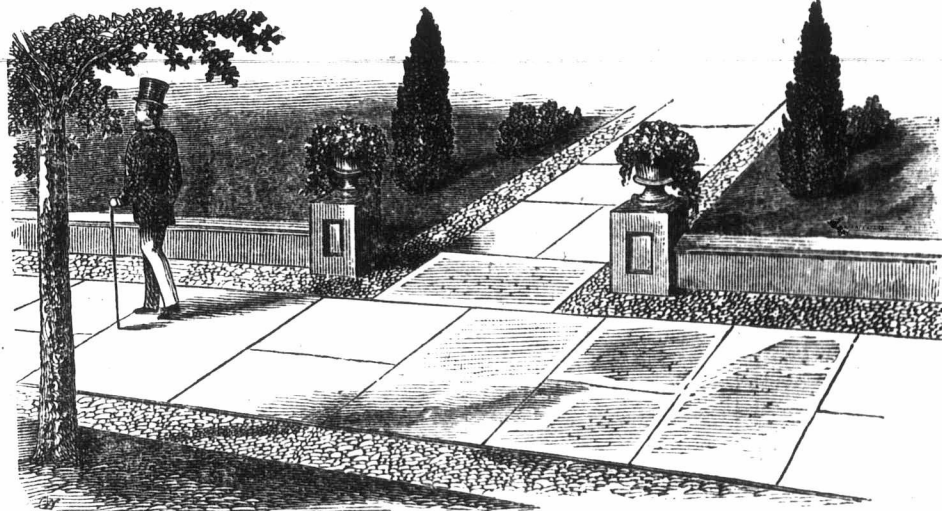
Jan'y 15, took street cars to Mount Hope to see the celebrated nurserymen, Messrs. Ellwanger & Barry. We saw several of the Wellingtonians or Mammoth Californian trees growing, the same as shown in the illustration in the last ADVOCATE. The lower limbs had been damaged by frost. They are not hardy enough for common cultivation in our climate. At noon we attended the New York Wool Growers' Association meeting, and made a few remarks. In the afternoon took street cars to St. Nicholas Park, to see Mr. Purdy, the editor of the Fruit Recorder.

At 5.15 took cars for New York City; arrived there Wednesday, 16th. Went to the artist establishments to make arrangements for work for this paper, and see some of our American editors. In the evening went to Booth's Theatre; Booth acted as King Richard III. On Thursday visited the principal seedsmen's establishments in New York, and went to New Jersey.

At night we took the steamer for Boston, arriving at Fall River at 5 o'clock on Friday morning. Took cars on Old Colony R. R.; arrived at Boston at 7.30. Visited Mr. Paine's—the leading artist

Took cars at 6.15 for Suspension Bridge; arrived there at 10 o'clock on Sunday. Went to a little old stone church. Took cars at 1.30; arrived in London at 6 p. m., went to church and then to rest.

Monday, the 21st, in our office, looking over some of your letters and attending to the business of the paper, in no way fatigued from this rapid flight, traveling four nights in the week, and by



AMERICAN STYLE.

horse cars, cutter, railroad and steamboat traveling between sixteen and seventeen hundred miles—a long distance to travel in one week and do six days' work besides.

When in the suburbs of Rochester we were again surprised to see the contrast in the appearance of the country to Canadian suburbs. The fields, gar-

iron posts set close by the side walks support the iron truss work that carries the trains.

There is complaint in New York and in each city that we visited about the dullness of the times and lack of business, but the immense number of moving beings would cause a countryman to think that things could not be at all dull. All is hurry and activity. We trust that this journey will tend to improve the future numbers of this journal.