

attacks of insect enemies when it is late in blooming, or a considerable amount of time elapses between the period of bloom and the ripening of the grain. A large breadth of spring grain had been put in, but we were unable to tell by casual observation at the period if there was a preponderance of any one kind beyond the usual average. A considerable breadth of roots had been already sown, but there was yet time to prepare land and sow turnips. Should the hay crop prove a short one, which is not at all unlikely, farmers who have much stock would do well not only to grow more turnips, but also some corn or Hungarian grass, to make fodder for early winter feed. Fruit trees are pretty well filled, except apples, which in some sections will scarcely produce enough for a show. Horned stock came out to grass in poor condition generally, and have but just begun to recuperate. Their numbers have, however, been considerably reduced by the large sales made during the winter and spring to American buyers, who are still our best customers for stock, as well as for our wool, which being of a class they cannot procure to any extent at home, now finds a ready sale at remunerative and advancing prices, 36s. in bills having been paid at Guelph for a large lot of Leicester wool, that gave a very high average yield per head to the flock from which it came. It would be a wise policy to sell wool while the demand exists, for when their orders are filled, American buyers will cease competing with our own woollen manufacturers for the season's clip.

Our American exchanges generally report crops looking promising, though the weather has been cold and backward, with pretty severe frosts in some places as late as the last of May.

But, if we have some reason to complain of the weather, our friends across the Atlantic have more. Recent English agricultural journals give unfavourable accounts of the weather, and its effects on the crops in Britain. On May 30th, in and around London, England, the temperature went from one to two degrees below freezing, and the general want of warmth, and excess of wet, has put back the harvest, it is reported, for fully a month later than usual, and prices of flour and grain are in consequence on the rise, an advance in wheat of fully 1s. to 2s. per quarter having been established. Prices are stiffening all over Europe. France has had bad weather, as also has Russia. In Germany and Southern Europe the prospects for wheat are good; but they never have much grain to spare

for export, and we are inclined to think that those who now have wheat on hand can lose nothing by holding on till after harvest, as the lowest prices have been touched. But unless the rise is great, present stocks in speculators' hands must be got rid of before any brisk demand for grain will arise on this side of the Atlantic.

Road Making.

The success of the agriculturist is so much dependent on his ability to take advantage of the market at all seasons of the year, whenever the price of his productions may attain the highest figure—and there is always a time when each crop he raises can be most advantageously marketed—that it is a matter of considerable importance to him to have good roads on which he can convey his produce to the best market at all times.

The law makes provision for this by compelling each and all to contribute his quota towards the general good of the country by performing a certain amount of work on the roads as statute labour, proportioned to his means and his stake in the welfare of the community. Unfortunately, however, the subject of road making is very little understood, and although the township councils appoint each year a person to each road division to see that the roads in it are put and kept in a proper state of repair, they seldom take the trouble to select men who are qualified for the undertaking; and if by chance a good pathmaster is appointed, his tenure of office seldom lasts for more than one year, and so all the good he may do in the way of making the beginning of a good road is often rendered nugatory by the want of unanimity of purpose in continuing the work, on the part of his successors in office. It is too often the case that pathmasters are appointed from personal considerations rather than those of their fitness for the duties they are to undertake, and, as might be expected, what is everybody's business soon becomes nobody's care, and to tell the truth, the work, which ought to be made a source of pride in well-doing, to the farmer, is too often either shirked altogether, or entered into without any further object than to do as little as possible in the time required for performing it.

It would be impossible in a short article to give at length the principles which should govern the art of road making, so as to make the most of the labour, time and materials to be employed in the work. Where gravel can be had within a moderate distance, it would be well to use it as much as possible, first making the roadbed dry, by ditching at the sides, and somewhat elevated where the gravel is laid on, leaving the top rounded off towards the sides.

In all cases, much can be done towards making the road passable at all seasons of the year, by digging deep ditches at each side. The usual plan of just scraping out a

little earth at the sides, leaving a shallow watercourse of a few inches in depth, is but little better than labour thrown away. To give good drainage to the road where the soil is heavy or liable to wear, the ditches should be dug from three to four, or even five feet deep, and a good outlet and fall given to the water, which should not be allowed to accumulate and remain stagnant to water-soak the soil of the road bed.

It is only deep drainage that will ensure all water that is in the road-bed being drawn off, and thus the road being always dry in a short time after rains, instead of, as now, being worked into a quagmire in the fall and spring by the tramping of teams on a water-soaked soil. The great objection made to deep ditches is that cattle or other stock will be apt to fall in, and be unable to get out; but then, cattle, horses, or hogs ought to have no business on the public highway, and sheep, which are the only stock that can be tolerated without much risk of injury to the roads, are not apt to fall into the ditch, or, if the sides are made slightly sloping, can easily get out again.

In cutting down hills, the proper way is to take the earth from the top and put it at the level of the bottom, thus lengthening the ascent, while at the same time it is made more easy and gradual. Hollows between two hills are easily filled up by cutting down from the top of both; and in all cases where water courses run across roads, a good stone or planked culvert should be made, high and wide enough to allow of water passing at flood times without washing out the road.

In many parts of the country, the main travelled roads are already either macadamised, or gravelled, by the county councils, or by private companies, and the work of making the concessions and side-roads leading into them passable for heavy loads, at all times of the year, is not one that need prove a very heavy tax on the owners of farms lying a few lots or miles from the main thoroughfares. A good road once made costs but little labour to keep in repair, while a badly made road is not only an eyesore to the traveller, but is a constant source of annoyance and costly repairs to every resident of the neighbourhood.

In all the older settled countries of Europe good hard roads, nicely kept, and planted with shade trees, are to be found in every direction, while here the farmers who own their land, and might at a moderate expense, once for all, make a good road in front of their own properties, are content to be the most heavily self-taxed class in the community, simply for want of energy enough to combine together to grapple with the evil of bad roads, and end it at once by the expenditure of a little extra cost and labour on their own part.

The French Minister of Agriculture is still receiving the most satisfactory report of the crops throughout France. A more than average harvest is hoped for.