The stirring of the soil in the dryest, hottest weather is very useful. One may readily perceive this on an examination, in very det weather, of the soil of a garden or field which has been frequently stirred; and that under a sod or on a road. The former will be found moist, from the surface downward, while the latter will be hard and perfectly dry. On the return of wet weather, the condition of the cultivated soil is favorable to the immediate absorption of the rain, while the hard soil by its dryness and hardness repels the water, which flows over and away from it without moistening it. This is a fact that may be studied with advantage, for one never learns anything so well and remembers it so permemently as when he has personally investigated and seen it for himself.

PAINTING BARNS. The Hon. George Geddes, not long ago,

startled many of those who have great con-

fidence in his opinions, by declaring against painting barns and stables as a waste of money, the preservative effects of the paint not nearly returning its cost. It is not likely that Mr. Geddes 'practices what he preaches' in this respect, or acts consistently in regard to it. For if it is a waste of money to paint a barn, it is equally a waste to paint a house, and would he have farmers to leave their worden houses all unpainted and looking weetchedly or are his own barns have and unpainted. wretchedly, or are his own barns bare and unpainted It is not always that we should thus consider expenditures. If we are to measure the mere money value of a thing, we should come down to first principles, and do nothing at all unless we could see the money profit in it. We should, to act consistently, return to log cabins and bark camping places, and eschew soap and good clothes, because they cost money, and filth is cheap. We cannot carry any such principle into execution. The mere worry and loss of self respect to a man who has a rough, unpainted house and farm buildings, and the sense of profit in it. We should, to act consistently, house and farm buildings, and the sense of shame and inferiority to the neighbors which his family must feel, would considerably outweigh the money cost of the painting. I would have all buildings painted. My haybarracks, even, are painted, posts and roofboards, and the paint pays for itself; for the roof-boards have not curled up, do not warp, or shrink and swell alternately, as if unpainted, and the small cost is a trifle compared with the comfort and the profit. Red is too conspicuous a color, and although it is now extremely fashionable in country places for garden and piazza furniture and ora much more agreeable and appropriate color is the rich brown, so nearly matched by the brown rocks, brown soil, and brown bark, which are natural and complementary to the green verdure. This color is cheap, durable, and fire-proof. It is the brown oxide of iron, made from the earthy iron ore known as hematite, which is ground fine, and, when mixed with linseed-oil, oxidizes with it and forms a hard durable coating. It spreads and covers well, and one coat will last many years. Any farmer's boy can learn to paint, and as the paint costs but \$1 50 per 100 pounds, and oil is cheap, every farmer should paint his buildings, even to the pig-pen and

IRRIGATION OF GRASS LANDS.

Every year, in some locality, crops are injured or destroyed by dry weather. So far as rain is concerned we are helpless, but there is water in every stream which passes through parched fields, and yet it gives them no help. Every year at some seasons rain falls in excess, the streams rain fall, and the low places are flooded imit! the diminishing water-oourses in time carry off the surplus. Yet this water flows through hellows and valleys in which it might be impounded and kept to be made useful in the ever-recurring Gry seasons of the year. Grass is the most useful crop we produce, and dry times injure the grass more seriously than almost any other, yet there is no other that could be watered so easily and so effectively as grass. In Europe, where the climate is not so dry as ours, one sees constantly water meadows so arranged as to be irrigated by the streams which pass through them, and these grass lands, perenzially verdant, are valued more highly than any other land. Some water meadows could not be purchased for less than \$3,000 to \$5,000 per acre, and they pay interest upon this enormous valuation. The present year there are thousands of acres of our grass fields which will not yield a pound of hay, and which lie many feet below the levels of streams which rise in the hills above them, and meander for miles down slopes which could be completely watered by them. But irrigation is, as yet, an unknown art here, excepting in the dry Western regions, where it is made the basis of their agriculture. Everybody confesses the need of it, and deplores the fact that they do not practice it; but no one, or it least but few, takes any measures to turn the fact that they do not practice it; but no one, or it least but few, takes any measures to turn the fact that they do not practice it; but no one, or it least but few, takes any measures to turn the fact that they do not practice it; but no one, or it least but few, takes any measures to turn the fact that they do not practice it; but no o IRRIGATION OF GRASS LANDS.

MINERAL MANURES.

[Continued from TRUE WITNESS of June 16.] On my farm, however, where most of the marl was used, I have thus far in no instance seen any decided benefit resulting. But this fact should by no means condemn the marl, for the reason that the land, not then having even the enther season that no manure could have

in motionable enventage recuilling PROPERTY SEEDS OF PRINCIPLE SEEDS SEEDS SEEDS SEEDS growth of a very thick mat of white clover in an old meadow. Whether the draining of the farm which is now completed will have the effect of demonstrating the value of the mari remains to be seen. It is my opinion that it will, since not even fish guano and other active manures were able during this wet season to produce a marked result on any part of the farm.

since not even fish guano and other active manures were able during this wet season to produce a marked result on any part of the farm.

It is hardly fair to confine our account of seaweed to the simple consideration of the potash which it furnishes, since its most valuable constituent is probably nitrogen-producing ammonia, and it contains other earthy elements in perceptible quantity. But its chief value as a permanent fertilizer is no doubt due to the potash which results from its decomposition.

The use of sea-weed, however, is confined to such limited localities, and is so theroughly well understood by all farmers residing near the sea-coast, that it is hardly worth while in a practical treatise of this sort to devote much space to its consideration. Certainly nothing that we could say could possibly increase the enthusiastic devotion to its "getting" which actuates all sea-board farmers.

I once asked a neighbor, who is remarkably well-to-do" in the world, how he could make up his mind to get up at 3 e'clock on cold winter mornings, and go with his team to a beach, four miles distant, to haul home sea-weed; and to find his chief winter amusement, even in the coldest weather, in working in the surf, remarking that it did not seem to me that, to a man situated as he was, the sea-weed was worth the trouble. His reply was as follows: "There's more than than sea-weed in it—the devil's in it,—"and I don't know how it is, but I had rather sit up all night to get sea-weed than to go out early in the morning duck-shooting." Indeed, in many sea-board neighborhoods feuds and lawsuits, generations old, are based solely on contests and jealousies concerning "sea-weeds rights;" and the fertility of the grass lands to which sea-weed is habitually applied is sufficiently great to establish its value. Swamp muck being, so far as organic matter is concerned, entirely the result of the decomposition of vegetable matter, its ashes, of course, are rich in various earthy ingredients of vegetation. Professor S. W. Johnson publi

(To be Continued.)

Commercial.

CANADIAN MARKETS.

LONDON, June 19,—Fail wheat, \$1.67 to \$1.72 per cental; spring do., \$1.50 to \$1.80 per cental; barley, \$0. to \$1.10 per cental; peas 8 c to \$1.00 per cental; oats, \$1.05 to \$1.08 per cental; bef \$3.00 to \$5.00; dressed hogs, \$5.00 to \$5.50; hides, \$c; sheepskins, 60c to \$2.50; wool, 28c to 27;c; eggs, 9c to 10c; dheese, 11c to 12;c; potatoes, 50c to \$5c; corn 80c to \$1.10.

to \$5c; corn \$0c to \$1.10.

KINGSTON, June 19.—Flour, No. 1 super, \$6.25 to \$6.50; fall wheat, \$1.20 to \$1.25; spring wheat, \$1.22 to \$6.75; peas, \$5c to \$6.75; oats, \$5c to \$0c; cattle (live weight) \$3.00 to \$5.00; beef, \$4 to \$6; mutton, \$5 to \$7; hides, \$6 to \$8; sheepskins, \$1 to \$1.50; wool 25c to 27c; butter, 13c to 15c; eggs, 12c; cheese, 10c to 10]c; hay, \$5 to \$6; potatues, 60c to 70c per bag; corn, 58c to 60c.

GUELPH, June 19.—Flour, No. 1 super, \$2.75 to \$3.00; fall wheat, \$1.00 to \$1.07; spring wheat, \$1.00 to \$1.05; barley, 45c to 50c; peas, 60c to 66c; pats, 36c to 37c; cattle (live weight), \$1.00 to \$5.00; beef, \$5.00 to \$5.00; mutton, \$6.00 to \$7.00; hides, \$6.00 to \$7.50; sheepskins, \$1 to \$2.50; wool, \$7c to 29c; butter, 14c to 15c; eggs, 10c to 12c; hay, \$5 to \$9; potatoes, 50c to 85c.

Ottawa, June 19.—Flour, No. 1 super, \$6.00 to

BELLEVILLE, June 19.—Flour, No. 1 super, \$6 to \$6 50; fall whent, \$1 25 to \$1 30; spring wheat, \$1 25 to \$1 30; spring wheat, \$1 25 to \$1 30; spring wheat, \$1 25 to \$1 30; batley, 50c; peas. 60c to 00c; oats, 35c to 40c; nutton, \$6 to \$8; hides, \$5 to \$8; sheepskins, 20c; wool, 30c; butter, 12c to 15c; eggs, 8c to 11c; cheese, 10c to 11c; hay, \$8 to \$10; potatoes, 75c to \$1 per bag; rye, 55c to 70c.

CATTLE MARKETS.

Montreal, June 21. The offerings of cattle at St. Gabriel market this forenoon consisted of about ten carloads of good to choice stock, and sales were reported at 5c to 51c for shipping grades, and 4c to 41c per lb live weight for butchers' cattle. Live hogs were scarce, and sold at \$5.25 to \$5.50 per 100 lbs. Mr. Dudley De Claire. of Lancashire, was the principal buyer of cattle on export account, having purchased about 100 head from various drovers at 51c to 51c per lb. Mr. George nament, yet it is too prominent and glaring at 54c to 55c per 1b. Mr. George to suita refined taste. So with the red barns: buyer for the Glasgow market and made several purchases at from 51c to 51c per lb live weight. Montreal as a cattle market appears to be attracting considerable attention, there being three representatives of different cattle firms in Great Britain on the market to-day. Cables received from Glasgow on Saturday reported the cattle market quiet, with prices slightly receding, and advising shippers to operate cautiously. Alderman McShane has a quantity of distillery and store-fed cattle ready for shipment, most of which will leave this week. Ocean freight space is still scarce, most of it having been engaged ahead.

At Viger market butchers' cattle met with an indifferent sale at prices ranging from 31c to 41c per 1b. Calves were scarce, and sold at \$4.50 to \$8.50 each for fair to good sized stock, smaller ones selling at \$1.50 to \$3.00 each. A few sheep sold at \$4 to \$5.50, and lambs at \$2 to \$4.50 each as to size.

MARRIED.

HACKETT-LEMAY-On the 21st inst., by the Rev. M. Lynch, John Hackett, to Mary Louise, daughter of David Lemay. Alloi Peterboro'.

DIED.

SWEENEY.—At Prescott, Ontario, May 25th, Peter M. Sweeney, in the 27th year of his age. 42-4.

Brewers, &c.

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Tenders are invited for furnishing the Rolling Stock required to be delivered on the Canadian Pacific Railway, within the next four years, comprising the delivery in each year of about the following, viz.:

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20 Locomotive Engines,
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The whole to be Manufactured in the

THE WHOLE TO BE MANUFACTURED IN THE DOMINION OF CANADA, and de ivered on the Canadian Pacific Railway, at Fort William, or in the Province of Manitoba.

In the Province of Manitoba.

Drawings, specifications and other information may be had on application at the office of the Engineer-th-Chief, at Ottawa, on and after the 15th day of MARCH next.

Tenders will be received by the undersigned up to noon of THURSDAY, the 1st day of JULY next.

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MONTREAL AND BOSTON AIR LINE On and after MONDAY, June 14th,

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Railroads.

CHANGE OF TIME

SPECIAL NOTICE.

OM AND APTER 22rd INST., Passenger Trains will run as follows:—Hochelaga for Quebec—Express, 3:00 P.M.; Mixed, 8:00 P.M., and Night Passenger, 10:00 P.M. From Quebec for Hochelaga—Express, 10:10 A.M.; Mixed, 5:30 P.M.; Night Passenger, 9:30 P.M. Express and Night Passenger Trains make close connections with trains to and from Ottawa. Close of Ottawa J. B. LABELLE, L. Gen. Passenger Agent.

0. M. O. & O. RAILWAY. .

ST. JEAN-BAPTISTE DAY AT

A Special Train will leave Hochelaga on the 23rd instant for Quebec, at 9 A.M., stopping at all stations.

Also, regular trains, at 3 P.N., 6 P.N. and 10 J. B. LABELLE, eien. Pasa. Agt. 45-1 L. A. SENECAL, Gen. Supt.

Q.M.O.&O. RAILWAY. **CHANGE OF TIME** COMMENCING ON

WEDNESDAY, JUNE 23rd. '80. Trains wilt run as sollows:

,	Mixed.	Mail.	Expr's
Lve Hochelaga for Hull. Acrive at Hull.	1,00AM 10.30 **	8.30AM 12.40PM 8.20AM	
Arrive at Hochelaga	10.30 **	12.30PM Night Pas'ger	9.15 "
Lve Hochelaga for Que Arrive at Quebec	8.00 "		9.25 "
Lve Que. for Hochelaga.	5 30 " 8.00 A M		10.10AM 4.40PM
Leave Hochelaga for St Jerome	5.301°M 7.15 **	Mixed.	
Hochelaga Arrive at Hochelaga		6 45AN 9 00 "	

(Local Trains between Hull and Aylmer.)
Trains leave Mile-End Station Seven Minutes
Later.

Magnificent Palace Cars on all Passenger
Trains, and Elegant Sleeping Cars on Night Trains. Trains to and from Ottawa connect with Trains to and from Quebec.
Sunday trains leave Montreal and Quebec at 4

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L. A. SENECAL. General Superintendent.

INTERCOLONIAL RAILWAY. SUMMER ARRANGEMENTS.

Commencing 14th June, 1880.

THRO	UGH EXPRESS PASSE daily (except Sundays),	NGER t	rains
1 run	dally (except Sundays),	as follow	:
ı.eave P	oint Levi	7:30	A.M.
Arrive .	Riviere-du-Loup	1:00	P.M.
••	Trois Pistoles	2:05	**
**	Rimouski		•6
**	Campbellton	7:55	44
44	Dathousle	8:31	**
**	Bathurst	19:15	••
	Newcastle	11:40	11
**	Moneton	2:10	A.M.
**	St. John	6:05	4.
•1	Hallfax	10:45	"
These	trains connect at Chaudie	ere Curve	with

the Grand Trunk Trains leaving Moutreal at 10.00 o'clock p.m., and at Campbellton witn the Steamer ('ity of St. John, salling Wednesday and Salurday mornings for Gaspe, Perce,

day and Saturday mornings for Gaspe, Perce, Paspebiac, &c., &c.
The Trains to Halifax and St. John run through to their destination on Sunday.
The Puliman Car leaving Montreal on Monday, Wednesday and Friday runs through to Halifax, and that leaving on Tuesday and Thursday to St. John.

239-SUMMER EXCURSION TICKETS may now be obtained via RAIL and STEAMER to the unrivaited sea Bathing, Boating and Fishing Resorts on the Lower St. Lawrence, Metapedia, Restigouche, Bay Chaleur, Gaspe, Prince Edward Island and all points in the Maritime Provinces.
For information in regard to Passenger Fares, TICKETS, Rates of Freight, Train Arrangemenus &c., apply to

Fares, TICKETS, Rates of Ticke

D. POTTINGER, Chief Superintendent. June 12th, 1880.

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or Troy.
For Waterloo, 7.15 a.m.
For Waterloo and Magog, 3.15 p.m.
3.15 p.m., Night Express for New York via
Troy, arrive at New York 6.45 a.m. next morning.
6 p.m., Night Express for Boston via Lowell and New York via Springfield. GOING NORTH.

GOING NORTH.

Day Express leaves Boston via Lowell at 8.00 a.m., via Fitchburgh 8.am., Troy at 7.40 a.m., arriving at Montreal at 9.20 p.m.

Night Express leaves Boston at 5.35 p.m., via Lowell, and 6 p.m., via Fitchburgh, and New York at 3 p.m., viaSpringfield, arriving in Montreal at 8.55 am.

Night Express leaves New York via Troy at 7 p.m., arriving in Montreal 10 a.m.

For Tickets and Freight Rates, apply at Central Vermont Railroad Office, 136 St. James Street.

Cantral Vermont Raincad Omes, no Sa vame Street.

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St. Albans, Vt., April 1, 1880.

m †-g

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