

from the air by putting them in barrels or bins, loosely covered with straw; and it would be still better for them to sift in between the interstices some fine, dry sand, or powdered air-slacked lime. Such as are to be stored in the fields may be put in pits, where the ground is sandy and dry; or they may be piled up in conical or long heaps above the surface, at any height required. A coating of straw should be first laid over them, in the manner of thatching the roofs of buildings, in order to shed off the rain. In parts of the country subject to heavy frosts or snow, the heaps should be covered with a layer of earth, sufficiently thick to prevent the roots from freezing; but care must be observed not to expose them, if possible to a temperature above 38° or 40° F., as they would be liable to heat, grow corky, and probably rot. The earthy covering for winter need not generally be completed until quite late in the season; as, by leaving the straw partially bare, the escape of moisture and heat from the roots will thereby be facilitated, which is all-important, immediately after they are stored. When finally covered over for the winter, a hole should be left at the top of the heap, or several, if the pile be long, in each of which a whisp of straw should be placed, for the escape of moisture and gas. If the ground be stiff and clayey, the heap should be surrounded by a ditch, at least a foot deep, so as to carry off all water that might accumulate from rain or melting snow; otherwise the lowermost portions of the heaps would become wet and spoil.—*American Agriculturist*.

SOLON ROBINSON'S VISIT,

We take the following extract from a letter of the "Agricultural Traveller" in the October number of the *American Agriculturist*. His visit to Canada was so brief that he did not see the best evidences of our agricultural capabilities. With regard to the plough, if Mr. Robinson will show us a yankee plough that will do better work in our soil than those "in common use here," it would convince us better than any "argument," which we admit is now "thrown away."

The agricultural capabilities of the district around Hamilton, and on westward towards London and upon Grand River, are probably equal to any tract of the same extent upon this continent; and I believe there are some very good farmers; but there is, upon the whole, a very great lack of that enterprising spirit which

alone can bring a rich soil into a high state of culture and productiveness.

On Thursday afternoon, August 15th, I left Hamilton, and reached Toronto in four hours, run close along the north shore of the lake, where a good many flourishing farms are to be seen, if we may judge by what I have always considered a good sign, that is, good substantial barns.

Toronto is also situated upon a bay, though not back from the shore like Hamilton. One of the most prominent objects in approaching the city is the Lunatic Asylum, and next the extensive commons lying waste in front of it, though not quite so worthless to the world as the barracks and their occupants, also seen in the same view. What a number of persons might support themselves by cultivating this tract of rich alluvial land now lying idle, or only serving to show off the trappings of the few swords not yet made into pruning hooks and plough shares. I was disappointed in finding Toronto so much more of a lively, thriving, business place than I expected. The population is about 27,000, which I presume, includes somewhat extensive suburbs. One of the best farming regions of the province lies contiguous, and gives trade and wealth to this city.

By the politeness of Mr. McDougall [assistant] editor and proprietor of the *Canadian Agriculturist*, I had an opportunity of viewing the farms some ten miles out "Yonge Street." This name is given the continuation of the principal street leading north, in the direction of Lake Simcoe, which is about 37 miles distant. It has been graded and Macadamised upon a straight line, without regard to any obstacle, as creeks or ravines that might intervene, and like a great many similar foolish efforts to make a road straight, going through and over hills, instead of going round them, it has caused a great outlay of money in places where a slight bend would have saved the largest portion. It is a government work, and is kept in repair by tolls. The farms are laid out one fourth of a mile wide and one and a fourth deep; then comes another road, and so on. The strips are called "concessions," and are numbered according to situation. Cross roads, also, run a mile and a fourth apart; so the whole country is divided into squares of a mile and a quarter. This is an old French fashion, adopted, at first, along the streams for the purpose of giving a greater number of frontings upon the water. In the interior, it certainly is not so perfect a system as the United States have, of mile-square sections and square subdivisions, all numbered by a systematic rule.