

it is. We fancy we see a contemptuous smile sweep across the face of the average farmer when he reads this. But is it not a fact that life on the farm would be much more enjoyable if some of these more modern conveniences were introduced? True, to get some of them means the expenditure of considerable money, but is it not equally true that many farm-houses could be provided with good cellars, ice-houses, hot-air furnaces, etc., at comparatively little cost? And, besides, is it not possible for farmers to have good roads and similar advantages if they only set about getting them in the right way?

If it were possible to have the conditions of life in the country similar to those in the city, there would be a different story to tell in regard to the cities being overcrowded while it is difficult to get sufficient help on the farms. Man is a social being, and likes to mingle with his fellows, and if he is placed in circumstances where he is in a large measure deprived of the advantages of a daily mail and communication frequently with his neighbors, life becomes somewhat of a burden to him, and he desires a change in his surroundings. Thus it is that so many people look for something to do in our cities and towns, and prefer to live on a smaller allowance, if need be, in order that the social advantages which the cities afford may be enjoyed. People of the cities sometimes speak rather flippantly of the beauties of the country and of the delights of a country life, when at the same time if an opportunity presented itself for changing from a city life to a life in the country, they would be the very last ones to make the change. If, in addition to the many advantages which a life in the country affords, were added some of the advantages which bring people into closer intercourse, a comparison of a city life with a country life would be decidedly in favor of the latter.

To people who have been brought up in the country and have always lived there, the social intercourse which a life on the ordinary farm affords is all that they deem necessary and quite sufficient for their tastes; but to one who has been brought up in a city the situation is quite different. It is this latter class that should be induced to consider a life on the farm in a more favorable light than they do. In Canada we have millions of acres of land unsettled and waiting for occupants, and there are hundreds of people in our towns and cities who, if they could be induced to settle on these lands would have a better living, and would become better citizens than they are at present. But if these people believe that to take up farming, especially in a new district, means isolation from their fellows, and being deprived of many of the social advantages to which they have been accustomed, it will be a hard matter to induce them to make a change.

Saturday Night suggests that in settling up new lands the same system should be followed as is followed in some parts of Europe, where the tillers of the soil live in villages and go out to their farms to work each morning, and return again when the day's work is done. This might be possible in some districts, but where the farms are large and situated, it may be, several miles from the central village, there would be an unnecessary waste of time in going to and fro from the farm to the village. However, these are days of great achievements, and it may be possible in the near future to have a system of electric railways that would enable farmers to live in the towns and cities, and take the car to work in the morning the same as the workman of the city. In many of our large cities people working in the centre of the city travel several miles night and morning in going to and from work, and why would it not be possible for farmers to do the same thing, and thus enjoy the pleasures of living in or near a city or town?

But this is not the most important feature of the social problem of farm life. Those who work our farms, and those who will become farmers in the future, are quite content to live on their farms, providing they have all the advantages that are possible for a life in the country to have. We

have referred frequently in these columns to the free rural postal delivery, which is being adopted in some States of the Union. Such a scheme would do much to make farm life more enjoyable, and if it were possible for more telephone communication between the cities and country considerable of the lonesomeness of farm life which we have spoken of frequently would be removed. But these things will come in time, and what is required now is for every one living in the country to make the most out of the present conditions of farm life. There is no doubt, whatever, that they could be very much improved in a social way if farmers would take advantage of the opportunities they have.

Favorable Crop Reports.

In the present excited state of the wheat market any information regarding the outlook for the present season's crop will be very valuable indeed. The Ontario Department of Agriculture last week issued its first crop report of Ontario for 1898. It is based upon reports received from the regular correspondents of the Bureau of Industries and may be considered to be reliable as far as it goes.

In the November reports of last year the area of fall wheat sown was shown to be largely increased especially in the western portion of the province, and that the area would have been still larger but for the delay to seeding caused by the drouth of September and the early part of August. The present report shows that in most cases the fall wheat came out in the spring in about the same condition as it entered the winter. There is some slight mention of a little heaving, of smothering, and of slight injury from frost, but these are the exceptions. Very little harm has been done by insects. The early part of April was far from favorable to the crop and though rains helped it later on it is hardly in as forward a condition as usual at this season of the year. Where the wheat was sown early on a summer fallow it looks exceptionally well. But many fields were hastily prepared owing to the rise in the price, and this with the drouth prevailing at the time of seeding, gives the fields a patchy and weak appearance in many quarters. A little plowing up has been done in some of the western and central counties, but not to any extent. The present acreage of the crop is set down by the Department as quite up to the average, and the average condition in the first week of May as "fair." The success of the crop will depend upon the weather during the next six weeks.

The prospects for clover are looked upon as most favorable. Reports from the eastern counties are particularly good. Alsike did not stand the winter as well as clover. The correspondents differed very much in their opinions as to the condition of vegetation, some considering growth as pretty well advanced for the time of year, while as many were of the very opposite opinion. The majority of the reports concerning live stock were of the most satisfactory character. Horses as a rule are in good condition. Cattle, though in good health, are reported as looking thinner than the abundance of fodder would warrant. Sheep are in good shape and lambs are many and strong. With the exception of a few cases of hog cholera which were quickly stamped out, swine are described as being in fine condition.

There appears to be a large surplus of hay. The supply of oats in the farmers' hands was hardly as large as usual at the first of May. The recent rise in the price of wheat has caused the farmers to sell, and the reports seem to indicate that there is very little in farmers' hands. In the western counties, owing to the low price of beef, many fat animals are being kept for a further rise, thus leaving more in the farmers' hands than are desired; in the eastern counties fat cattle are reported as scarce.

Our premiums are valuable, and cost but little trouble.

It will pay to read our premium offers this week.

A. W. Campbell,

ONTARIO'S ROAD INSTRUCTOR.

We have pleasure this week in presenting the readers of *FARMING* with a splendid likeness of Mr. A. W. Campbell, Provincial Road Instructor. Mr. Campbell is a son of Mr. C. J. Campbell, and was born in Wardsville, Middlesex county, in 1863. His early boyhood was spent on the family homestead in Ekfrid township, where his father still resides.

When a young man, Mr. Campbell began the study of engineering and surveying and completed a successful course in these subjects in Toronto in 1885, when he entered into partnership with Mr. James A. Bell, then city engineer of St. Thomas, where a large practice in municipal engineering was carried on in the surrounding counties. On the retirement of Mr. Bell in 1891, Mr. Campbell succeeded to the position of city engineer of St. Thomas. During the period in which he retained this office, his attention was largely directed to street and road improvement, with the result that St. Thomas has to-day a greater mileage than any other city of its size in the province of splendid macadam and Telford roadways.

Mr. Campbell has for the past seven years been associate editor of the *Municipal World*, during which time he devoted considerable attention to the good roads question. He was largely instrumental in organizing the Ontario Good Roads Association, of which he was one of the first directors and is at present one of the vice-presidents. In this latter connection he was very energetic in bringing the matter of good roads before the farmers' institutes, dairy and other associations. In 1894 he was appointed a member of the Ontario Toll Roads Commission and in that way obtained a thorough acquaintance, not only with the toll roads system, but with country roads in general. In 1896 Mr. Campbell was appointed Provincial Road Instructor. This position was created by the Hon. John Dryden, Minister of Agriculture, whose recommendation to the Legislature regarding the appointment was unanimously adopted by its members.

At this season of the year Mr. Campbell is busy visiting the various municipalities preparatory to the performance of the statute labor work of the province. It is needless to say that his services are in great demand. We know of no busier man in public life to-day. But his heart and soul are in the road reform movement, and if there is not a great improvement in the public highways of this province during the next few years it will not be Mr. Campbell's fault. In the performance of his duties he visits the various municipalities requesting his services, examines the condition of the streets, roads, etc., addresses a public meeting of the councils and citizens, and subsequently presents a written report in detail. In addition to this, general information on road and street improvement is distributed by means of bulletins sent out by the Department of Agriculture and through the press.

The London (Eng.) *Rural World* considers the proposal to give a bounty of one cent per lb. on all creamery butter exported to Great Britain a backward step. In support of this contention it quotes statistics showing that without a bounty Canada, in 1895, exported 38,000 cwt., in 1896, 88,000 cwt., and in 1897, 109,000 cwt. of creamery butter to Great Britain. It also points out that for the quarter ending March 31st last, the exports were 6,000 cwt., as compared with 3,000 cwt. for the same period in 1897, and 900 cwt. for 1896. This bears out our view that there is no ground for alarm in regard to Canadian export trade in creamery butter.

This is what They Think of Us.

The agricultural journal (*FARMING*) published by the Bryant Press Publishing Co., of Toronto, has been received in our office, and upon its perusal have much pleasure in recommending it as one of the best agricultural journals we have seen.—*The Monitor, Highgate, Ont.*