

because by this heating, seeds of noxious weeds are destroyed. If the dung is mixed with snow, and frozen, no decomposition goes on in winter, and the seeds of every weed which grow on the farm are preserved and carried out with the manure, and are thus resown in the spring. By having the manure covered with a shed, this evil will be avoided, as though ten or twelve inches of the top of the heap thus covered may be frozen, yet, even in mid-winter, the interior of the heap will contain sufficient heat to destroy the vitality of the seeds, and gradually to decompose the litter.' Manure which is not thus covered, if left till late in the spring, will become too hot; a strong smell caused by the escape and waste of the gas called ammonia, will be found to issue from it, and it must be remembered that this ammonia is the best part of the manure, altho' it is invisible. 'On opening a heap which has undergone this excessive fermentation, a great part of it will often be found 'fire fanged,' that is having a dry mouldy appearance. Manure reduced to this state is of little value, but where dung, by being under a shed has undergone a gradual decomposition during the winter, this excessive heating, and consequent loss will be avoided.'

The author before quoted gives us some excellent observations on *regulated* fermentation, which occasions but very little loss of ammonia. As an example of the difference he cites that which frequently takes place in piles of horse-dung. Some of such dung-hills, acquire an intense heat in a few days, and instances are known of their taking fire. If a slow and equal fermentation has taken place, altho' the upper layer will be nearly in the same state as when piled, the next will be changed in a greater degree, and in the lower part of the heap the modification will be yet greater; the straw will have lost its consistency, is fibrous, and easily breaks in pieces; the mass is also proportionately darker in color as we go deeper, and on the ground is black. The proper management of the dung-heap determines its utility as a manure, and its constituent elements would have gone through a totally different course had they been exposed to the open air.

These recommendations come from the pen of a practical farmer, and, I trust may not be without their use to many of the readers of your excellent miscellany. With best wishes for its extensive circulation,

I remain, Sir,

Your obedient servant,

NEMO.

Railroads in Germany.

Nothing could be better illustrative of the prominent traits of the German character, caution, solidity and method, than the German railroads and the manner in which they are conducted. Built at great expense, and with great care, they seem destined to outlast time itself. Taunus Railroad, between Frankfort-on-