

HINTS ABOUT REPAIRING ROADS.

The tendency is to make the road bed too narrow in the first place, and then too encroach upon it every time it is repaired. The side ditches are usually deepened most close to the road, hence the travel is kept in one place—it is difficult to turn out—the road soon becomes rough and rutted, and the result is a narrow, flat, rough road, with abrupt banks each side like diagram No. 2.

The road should be the highest in the centre, and gradually sloping to the outside of the ditches, so the travel can be over a wider surface without danger of tipping over, like diagram No. 3.

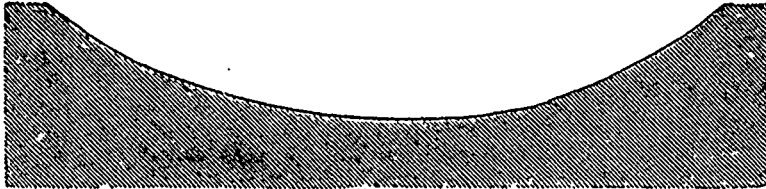


Fig. 4.

In making repairs, the better way is, to plough on the outside of the ditch *always* throwing the furrows towards the road. Then begin to scrape from the outside of the new plowing and you have plenty of fresh earth to broaden and round up the road, and room to set the scraper square into the outside furrow. This will give an oval road bed so the travel can, if required in turning out, go clear to the bottom of the ditches without tipping over. The outside of the ditches can be cut to an angle of forty five degrees, as shown in diagram No. 3, by driving lengthwise of the ditch with the scraper, one horse on the bank and one in the furrow. The scraper will cut the bank smooth and leave it at an angle, so it will stand better. The cheapest way to make a dry road is to make ditches that will take off the water. Any

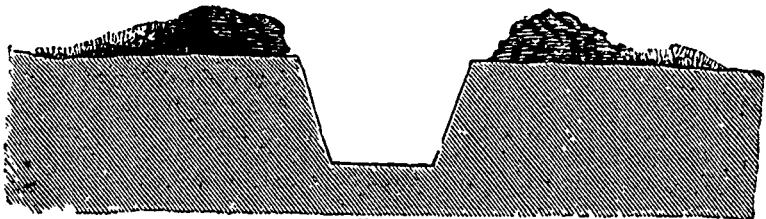


Fig. 5.

road will become dry that has good ditches, and nothing short of that will make a dry road. To fill up mud holes without draining them, is simply putting in more earth to make more mud.

DITCHING AND DRAINING LANDS.

There is hardly a farm that would not be improved by making broad open ditches to drain off the surplus water in the early spring, like this diagram: (No. 4).

They make no waste land, like a straight hand-cut ditch, (fig. 5), but can be plowed to the bottom, can be driven over without bridges, and, more than all other considerations, do not fill up, hence cost nothing for repairs. The cost of these ditches, made with our Scraper, is trifling. The land is plowed and the dirt is wasted to fill up any low or uneven places within a few rods on either side.

The Massachusetts Horticultural Society having invited the American Pomological Society to hold its next meeting at Boston, notice is hereby given that the Eighteenth Session of this National Association will be held in that city, commencing Wednesday, September Fourteenth, 1881, at 10 o'clock, a. m., and continuing for three days.

This Session will take place at the time of the Annual Exhibition of the Massachusetts Horticultural Society, which is expected to be of unusual excellence, and will give additional interest to the occasion.

All Horticultural, Pomological, Agricultural, and other kindred Associations in the United States and British Provinces, are invited to send delegations as large as they may deem expedient; and all persons interested in the cultivation of fruits are invited to be present, and take seats in the Convention.

Reviews.

Journal of the American Agricultural Association, New-York, 1881.

A publication containing articles on Agriculture, and its kindred topics, contributed by all orders of men in the United-States, by Englishmen, and by one resident of Canada (spare my blushes). Many of the writers are well known to fame; particularly, Messrs. Law, Willard, Sheldon, Lawes, and Loring. Practice is evidently the aim of the society, and, with the improvement which is sure to come with time, the Journal may fairly look forward to occupy in the States the place occupied in England by the Royal Agricultural Society's Journal. Mr. Atkinson, of Boston, furnishes the *pièce de résistance*; a long and learned dissertation on "The Railroad and The Farmer." One paragraph I must find room for; "Any attempt to control the rates that may be charged upon a railroad by statute is but an indirect attempt to regulate prices by law. Such undertakings have always failed. Every sumptuary law has failed, and scarcity has ensued from every attempt to regulate prices by law in all lands, and at all times." True enough, and the same thing may be said of all attempts to regulate the price of money, i. e. the rate of interest.

Mill's "System of Eosilage," by Francis Moulton, is interesting though, perhaps, a thought extravagant. In it we learn how to secure the pit from premature decomposition by keeping it in sections. I do not think, however, that we shall arrive at feeding 300 cows on 20 acres of land. The difference in cost between the maintenance of an animal under the system ordinarily adopted by farmers, and that adopted by Mr. Mills, he claims is the difference between \$80 and \$12 per annum.

Professor C. V. Riley is rather rash in his statements, e. g. "There are three schools of Agriculture under the patronage of the English Government—one in England, one in Scotland, and one in Ireland. Each of these schools stands on one hundred or more acres, and is divided into three farms: 1st, a spade-labour farm, &c." This is absurd. There is no such thing in England, or Scotland. In Ireland, I believe something of the sort does exist, at Glasnevin; but the Agricultural Colleges at Cirencester (where there is no farm), and Salisbury, are entirely free from any connection with the Government. In Scotland, there is no Agricultural College of any sort.

An appendix on *Trichinosis* admits the existence of *trichina* in the United-States to a limited extent, and is written with commendable frankness. But the testimony of a hundred pork-packers to their own carefulness in the selection of hogs, and to the cleanliness with which their operations are conducted, has little to do with the question. If people will eat raw or half-cooked pork, they are in danger of suffering from the disease, but as a moist temperature of 150° F. destroys the life of the parasite, those who die from its attacks have only their own carelessness to thank.

A. R. J. F.