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## PARCEL-POST.

In the Journal d'Agriculture, No. 1, Vol. 3, we made a suggestion on the subject of the parcel-post, which we think worth while repeating, now that we are on the eve of another meeting of the Federal Parliament.

In our former article we asked our legislators to beseech the Federal Government to change the postal arrangements, so that every parcel, not exceeding in weight and volume those which are allowed to pass now, should be allowed to pass at a more moderate rate than that at present charged.

To day, all printed matter, books, magazines, samples of all sorts of goods, &c., can be sent by the mails in parcels open at both ends, and not exceeding 4 or 5 pounds in weight, 2 feet in length, by one foot in breadth and thickness, at the rate of one cent per four ounces, or four cents a pound. In addition, parcels, which although they are closed can easily be opened, containing bulbs, grafts, cuttings, &c., can go at the same rate, provided they do not exceed the weight of 4 lbs. All we now ask is, the modification of the regulation which imposes a rate of 6 cents per four ounces on all closed parcels, so that they should, in future, only pay the same rate as those mentioned above.

We should like, too, to see it made lawful that all matters not corrosive, explosive, or inflammable, might be sent by post at the above rates; and that glass and liquids should be removed from the list of forbidden articles. We understand, of course, that glass is forbidden, lest bottles might break and the liquid contained be spilled. It seems to us, that to obviate these dangers it would only be necessary to order that all glass, with its liquid contents, should be packed in such a manner that the other contents of the mail-bags could not be injured if the glass were to break, and the liquid be spilled. What danger could there be, if every bottle were enclosed in a wooden or tin case, hermetically sealed, and thus rendered incapable of communicating with anything around it? If the glass did break when thus packed, the sender would be the only loser.

If this suggestion be accepted by Government, a large revenue might be derived from the change, and a great benefit would be conferred on a large class of persons who

are not in a position to pay 24 cents a pound for the carriage of many things which they want, and which at the same time they cannot, at certain seasons of the year, get from town by any other means; in which position, during two-thirds of the year, the inhabitants of Gaspé and of the Saguenay find themselves.

If we consider that the Government system of transport is already organised, and that the carriage of these parcels at the rate we have mentioned would amount to \$80 per ton; we shall easily see that the affair can be easily managed, and a good profit realised. It is more than probable, that there would be one hundred times as many parcels to be carried at four cents a pound, as there are at present at twenty-four cents or at the enormous cost of \$480 a ton!

In Germany, the Government carries by the mails not only ordinary parcels, but even fresh butter, packed so as not to damage the other contents of the bags: the charge is a mere trifle. Again, the postal convention which met at Paris came to an agreement to carry, from one country to another, all parcels weighing 6½ lbs, and measuring 8 inches cube, for 50 centimes; about 10 cents. If they find it profitable to carry parcels of that size and weight at the above mentioned rate, still more might our Government accept our suggestion, without dread of making a losing speculation.

Almost all the members both of the federal and local chambers read the Journal of Agriculture; and we trust that they will study this question, and make it their business to bring about the change as soon as possible, that their constituents may reap the benefit from it which it is calculated to afford them. For, in truth, it is the farmers who will profit the most by the alteration, and, no doubt, when once the Government is convinced that, by following out our hint, it will do every body a service, augmenting at the same time the revenues of the Post-Office, it will hasten to modify its regulations.

We hope, too, that the Press will apply themselves to this question, which is a very important one for all.

## DRAINING.

From what I have said as to the way in which water gets into the drains, it will be evident that to cover the conduit, whether it be of pipes, stones or bushes, with a mass of porous material, will be time and labour wasted. The more thoroughly the duct is closed above, the less likely is it to admit extraneous matters, such as sand and mud. My own practice, copied from the example of Mr. Parkes, the best draining engineer of his day, has always been to use a reasonably small conduit (condensed or tightly packed streams always run faster than free, broad streams); and to have the first layer of earth over the duct as firmly trodden down as possible. I give six inches by four inches as the size of the bush drain.—9 inches by six, for broken stones—because the materials will become compressed, in the first case, by the superincumbent weight of earth; and in the second,