

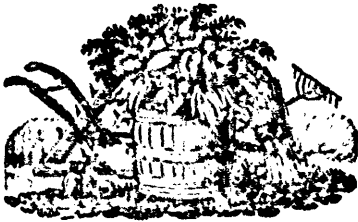
# THE COLONIAL FARMER,

DEVOTED TO THE AGRICULTURAL INTERESTS OF NOVA-SCOTIA, NEW-BRUNSWICK,  
AND PRINCE EDWARD'S ISLAND.

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### HIGHWAYS.

"Kings works:" This unlucky term has cost the Province enough to make a good road from Halifax to Windsor; happily it does not now do any great harm, although there are still in certain places remains of the old feeling; fifty years ago when the people turned out to perform their statute labour, it was rare to find a party that did one third the work they might have done; they, however, usually flattered themselves that they had done a day's work for "Kings works," and frequently observed that when a man worked for nothing, and found himself, it was not to be expected that he would hurt himself by hard work." As they frequently felt a little ashamed of their scanty work, they devised many ingenious apologies. A considerable number had no teams, and considered that it was very unjust that they were compelled to make roads for those that were richer than themselves without any compensation; numbers who had teams asserted that they would work with a hearty good will, were it not that their roads were more made out by the inhabitants of the next village than by themselves. Every one gave some good reason for idling away his time. Now these men did not all act like fools at all times, but the practice was common enough to prove that it is not a hard thing to teach men to be fools. Good roads are necessary to all; particularly to the Farmer, who can hardly succeed without them, and when he is repairing roads he is working for his own benefit as much as he is when he is driving his load of hay upon them. We well remember the time that what were called Roads throughout the Province were in a most wretched condition, and the ox was supplied with veal, mutton and poultry from Boston, pork and beef, and the greater part of the butter came from England. A vessel was expected from Cumberland in the fall with some cheese; and some butter came by land in tubs which were brought in bags slung across the horses backs, for we had no roads upon which a wheel carriage could pass in November, and it was often necessary to assist the cattle that were driven down, to get out of the mire, which in many holes in the roads was a yard deep. Upon the level part of the road to Cobiquid at that time the foot passenger had the choice of stepping into a puddle of clayey water about six inches deep, or of placing his feet upon the ridges of mud between the puddles, where he would only sink to the tops of his shoes. The faces of the dry hills between the hills and Fultz's resembled the beds of dry brooks, being

hollow channels full of rolling stones. To Sir John Wentworth and the late Hon. Michael Wallace must be attributed the honor of commencing in serious earnest to open and improve the roads. The effect was soon perceptible. Country produce arrived in town in quantities that surprised the Inhabitants, who soon discovered that the mutton and poultry of this country tasted as well as that which came from Boston. For some time the majority of the Inhabitants believed that the butter was inferior to the Irish, but most finally learned to prefer it. There was more difficulty in introducing the pork, it being generally asserted that it was impossible to raise such as would be fit for salting, and had there not been in the town a few who having been American farmers, had been accustomed to raising and salting pork, this prejudice would have kept it out of the market for a long time. It was however finally discovered that good pork could be raised here as well as in Ireland; and it was also discovered that the countrymen would raise something to bring to market as soon as they had roads they could pass with carts.

Our present custom of appointing overseers and commissioners of roads necessarily puts this business into hands of inferior skill in many cases. We are not born with the knowledge of road-making any more than we are with that of any other mechanical art. By long practice we acquire skill, and when this skill is transmitted to others who learn something themselves, it in time becomes an art which can be committed to memory, and which will point out a correct practice to those whose talents would never have enabled them to discover it without such assistance. The art of making roads is a branch of engineering, and there are books which give much useful information on this subject, but they are, in general, works which are not easily procured in this Province, even at a high price. We have however reason to believe that this desideratum will soon be supplied by the publication of a cheap work which will contain an abstract of all the principal improvements in roadmaking which have been introduced into Britain of late years. We recollect the admiration which was generally expressed by teamsters upon passing the road near the Lodge, and the road to the Tower, made under the direction of the Duke of Kent. Such roads had not before been seen in Nova Scotia, and it had been generally supposed that there was no such thing as a road without ruts; but as the remarkable ease with which loads were drawn upon these *smooth hard roads* was observed by all, attempts were soon made to imitate them, generally in a very imperfect manner, as our road makers did not understand the principles of their work. Had there been such a Treatise as the one referred to generally circulated when the improvement of our roads commenced, we are convinced it would have been of more advantage to the Province, than all the money that was ever expended on the roads in any one year.

### CUCUMBERS.

The last season was so warm that the insects who produce the black spots on this fruit appeared again in those places where they prevailed before the cold seasons. The Cucumber should not therefore be planted on the ground where they grew last year, nor in any place where they were affected with black spots within twelve years, for there is reason to believe that the eggs of these