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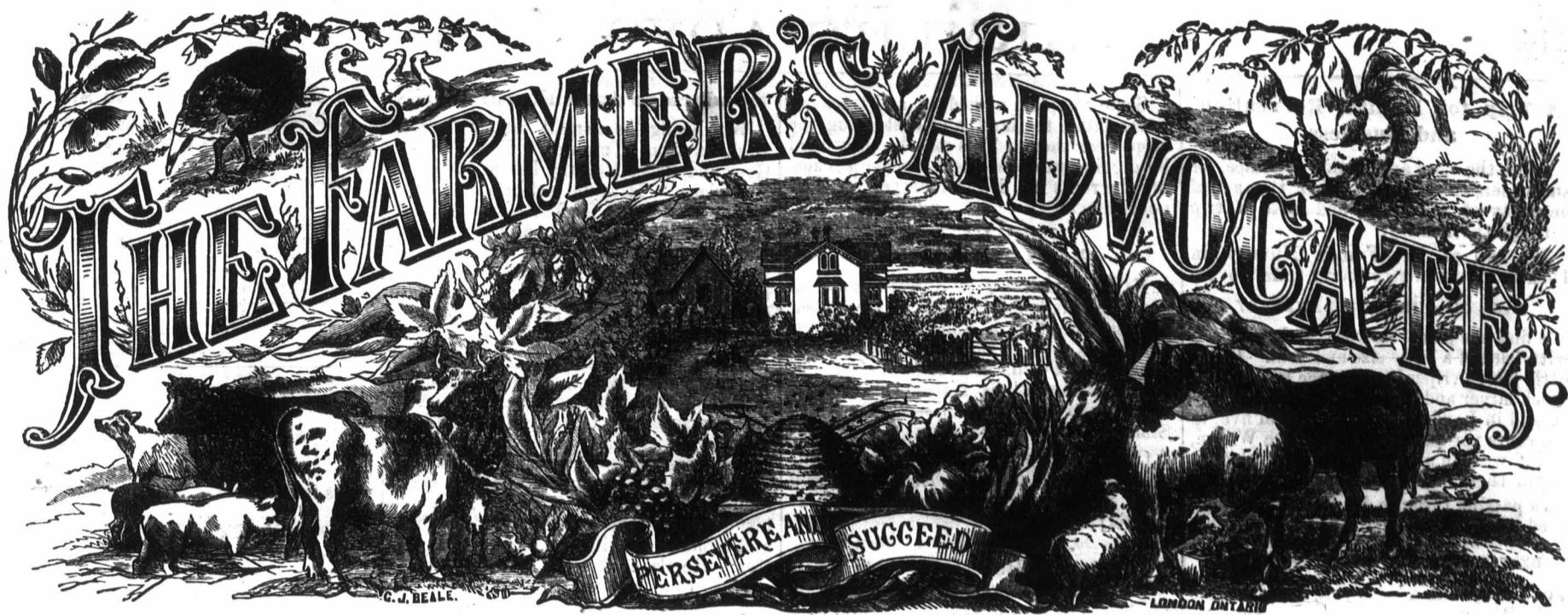
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VOL. VIII.

{ WILLIAM WELD,
 Editor and Proprietor }

LONDON, ONT., AUGUST, 1873.

{ \$1 Per Annum, Postage Prepaid. }

NO. 8.

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Farmers' Rights.

Farmers have rights. No law, custom or privilege should be allowed to exist that deprives them of any of their just rights. There are numerous ways in which the farmers are taxed for the benefit of political parties; for the benefit of cities and private companies. One of those rights we are now about to treat on, namely,

THE PUBLIC HIGHWAY AND RAILWAY CROSSINGS.

Every little while there is some serious accident, and often loss of life, occasioned by the various railroads in Canada. It is to the interest of editors to keep in favor with railroad companies, and consequently these accidents are seldom chronicled.—They are hushed up and often not known beyond the locality in which the accident occurs.

The old main stage road leading through Canada, about one-fourth of a mile from this city, in the township of Westminster, the G. W. R. has run a cutting under—the gravel road. They have thrown a bridge over the road for the farmers to travel on; the bridge is good, and there is no danger of the engine running into a farmer's wagon at this place. It is situated close to St. James' Park Nurseries. Perhaps the Company think they have done enough in this case, but numerous accidents are happening and no person is safe in crossing this bridge unless his horses are accustomed to it. People coming into this city by this road cannot be aware of the approach of an engine before they are just on the bridge, or so close that they cannot turn, even if that would do any good.—The view of the approaching cars is entirely cut off by the sides of the cutting in which the train runs, and by a dense growth of wood that comes within a few feet of the bridge.

Mr. James Armstrong, of Yarmouth, the gentleman from whom we purchased "Anglo-Saxon" was coming into this city a short time since accompanied by one of his men, driving a fine span of young horses. He acted with all proper care, but just as he got on the bridge the horses were frightened by the locomotive, which just at that time was dashing under the bridge. Nothing could prevent the horses from running away. The vehicle to which they were attached turned over at a sharp angle on the road, about 10 yards from the bridge. The horses got away; one of them ran against a load of wood and was instantly killed. Mr. Armstrong and his man were both more or less injured; it was only wonderful that they were not killed.

We cite this instance and this bridge to show you what this railway monopoly is doing for us. The right of way is ours;

we farmers have a right to travel any public concession or side line along any of our farms, without having our lives endangered.

If these railroad companies cause loss of life or loss of property to any farmer that duly prosecutes his business in a commonly cautious manner, they should be compelled to pay for every such loss or accident that is occasioned by their lack of giving proper notice. We have passed numerous dangerous places on various lines.

Some lines have useless painted signs put up, such as "Railway Crossing," "Beware of the Train," and have a bell attached to the engine. These may be useful in some places, and perhaps be sufficient where trains can be seen at a distance and the weather is fine, but even then, in case of some of our severe storms, are totally inadequate.

Why, hundreds of families have had to mourn the loss of husband, wife or child through lack of protection that we farmers have a right to demand. We believe nothing short of a gate at every bridge and every crossing, with a person to open and shut it at all times, will be a safe protection to farmers. In the city of Montreal two large gates are hung at each crossing, so as to shut across the railroad track when pedestrians and teams are allowed to cross, and shut across the common highway when the trains are allowed to pass.

Storms prevent the seeing or hearing of trains even in good open countries.

If we cannot by writing awaken enough care on the part of the railway directors to cause a proper protection to be placed at this bridge, we farmers must unite and break up the railway power that is enchaining us. If this one bridge is made safe for farmers to drive over at any time in their usual way, then you may hope to have all other crossings made safe. The safest way is by having a gate; guards we have often noticed quite inefficient, sometimes not at the points where they ought to be.

When railroads run parallel with the common highway and so near as to endanger loss of life by horses taking fright, the railroad company should be compelled to erect such a fence as to obstruct the view from the horses.

Notes of the Season.

During the month of July vegetation has been unusually luxuriant. Corn, potatoes and turnips are doing well. The growth of young trees has been very great, and let us not forget that weeds have grown as fast as our best crops, and need careful looking after. In the garden there is need of the constant use of the hoe. Let not a weed run to seed—pull out by the roots, gather them

into the manure pit; by so doing you will make the pests of all farming and gardening help to enrich the soil they would have impoverished.

From our memoranda we give one instance of the rapid growth of the season:—

July 12.—Afternoon—pulled the last of my early pease. Same evening took off the vines, and dug the plot where they had grown. Late that evening, after eight o'clock, sowed it with Stone turnips. Tuesday morning, July 15.—A promise of a good crop of turnips from the seed sown last Saturday evening. In two days from being sown they have grown from seed to be healthy plants, apparently without the failure of a grain of seed.

Prepare the soil for another year.

Plough up your stubble ground as soon as you can after removing your crop. The best method is to give it a shallow ploughing now as early as possible, and in the fall plough deep. The first shallow ploughing will cause all the seeds of weeds to germinate at once; the late, deep ploughing will expose the soil to the influence of the frost and snow. By pursuing this method you will have the land enriched and freed from weeds for the spring crops.

Increase the fertility of the soil by ploughing down green crops. In many instances you can add greatly to the fertility of the soil by sowing a crop in the autumn, and ploughing it under when about preparing for root crops. Clover, when ploughed under, enriches the soil more than any other crop; its broad leaves absorb a large quantity of plant food from the atmosphere, and its long tap-roots draw largely from the mineral resources of the subsoil. All these nutritive stores are deposited in the ground by ploughing the crop down. Buckwheat is also used profitably for the same purpose. Winter rye, though not considered so fertilizing as clover, has peculiar advantages as an enriching crop. Sown in the fall, it grows on through the winter and early spring, till you find it necessary to plough it under in May or June, preparing for the succeeding crop. By this means you will have three crops in the two years—one of them used entirely for enriching the soil for the crop following it. We speak not merely from theory, but from experience.

Last fall, after removing a crop of potatoes from a plot of ground, and wishing to have a potatoe crop the ensuing year from the same ground, we sowed it under winter rye. The third week of May we had the plot planted with potatoes, using scarcely any manure but the growing rye turned under, and the potatoes now growing give promise of an excellent crop. The rye at the time was about two feet high, and was turned down on the potatoe seeds laid in the drills. It not only gave the needed fertility to the soil, but served also to keep it free and mellow by preventing the pressure of the earth into a hard mass.

If you don't look carefully after the bits of your horse, you may one day be looking after the bits of your wagon.