

in this direction, and is full of the most varied information with regard to the culture and arrangement of the various plants most generally used for window and room culture.

One advantage which American house gardeners have over our English friends is that they can plant so many of their pot plants out in the open air in summer. Indeed not only window plants but large numbers of greenhouse plants can be treated in the same way; of course some care has to be taken in the fall, when they have to be put into pots again, but this is no great difficulty. As for unhealthy pot or tub plants, such for instance as gardenias, oranges or lemons, oleanders, pittosporums, camellias, azaleas, or any thing of this class, there is no better way of treating them medicinally [surgically] than to cut them back severely, and plant out into rich garden soil. It is always best in these cases to leave some green leaves and young twigs. If cut down to old bare stems, once in a while, they will not break again.—*The Garden.*

### THE HORSE.

Cleveland Bays are justly esteemed for their great exertions in the coal and lime season. The weight carried, distance travelled, and time this is performed in, for several weeks together, are certain proofs of their activity, strength, and hardiness. Their colour is mostly bay; and their form is such, that the mares, put to a full-blood stallion, breed excellent hunters and saddle-horses; and, to a half-blood horse, capital coaches or carriage-horses. The breed of saddle-horses is confined, in a great measure, to Yorkshire, Durham, and Northumberland. The East-Riding of Yorkshire has been long eminent in that line. The annual fairs held at Northallerton, Howden, and York, exhibit the largest shows of these useful creatures. Perhaps it may be owing to this that Yorkshiremen are in general called jockies, or knowing hands in regard to horses; and, indeed, you will scarce meet with a farmer in that country, especially in the low part of it, who is not skilled in them. Since bay and other light-going horses have been preferred to the black breed for carriages, the Yorkshire breeders have gone so much upon these, that the old breed of riding or saddle-horses is much worn out. This is owing, perhaps, not only to the greater demand for the latter, but also to the coach-horses being a stronger and larger breed, so that if they happen from blemishes, not to answer for the harness, they suit for the plough or cart, while the saddle-horse, from the same misfortune, is rendered in a great measure useless. The heavy black horses are almost universally bred through the midland counties, particularly Leicester-

shire, Warwickshire, and Devonshire. It is the universal custom, in those districts, for the farmers to use the mare only for labour; these are all put to the horse, the male produce of which supply the army, London, and most of the south and western counties with horses for their farming teams. The largest go the capital for dray-horses, the next supply the farmers in the southern counties for their waggons, ploughs, &c., and the rest mount our cavalry, or are trained for carriages, while a few of the choicest are very properly preserved for stallions. The vanity of many of the farmers of the south, in regard to their teams, is most extraordinary. In Berkshire, and that neighbourhood, you will frequently meet a narrow-wheeled waggon, with six stallions, one before the other. The first horse, besides having on a huge bridle, covered with fringe and tassels enough to half load a common Yorkshire cart-horse, has six bells hung to it, the next five, and so on to the last, which has only one; and it is really diverting to see with what a conceited air the driver struts and brandishes his long whip. A strange contrast this, with the poor Highlander carting home his peats for winter fuel, when frequently both horse and cart are not of the same value as the harness used on a Berkshire waggon-horse. The reader will not be surprised, when I answer him, that I have, in the north of Scotland, many times seen a horse and cart conveying peat or turf, when the whole apparatus contained neither iron, leather, nor hemp. The collar, or "brecham," was made of straw, the backband of plaited rushes, and the wheels of wood only, without bush of metal or binding of iron. But the present system of farming requires horses of more mettle and activity, better adapted for travelling, and more capable of enduring fatigue, than those above mentioned. It is long since I was told by the Cleveland farmers, that the black horse could not stand the work, nor go at the rate of their own country horses—that whenever they were put past their pace, they greaved, and frequently went blind. Yet it is in this industrious part of Yorkshire, and in Norfolk, Suffolk, &c., that we must look for farming horses able to go through fatigue and hardship, able to walk at a pace that others cannot, and able to work six days in every week in the year. It is a well-known fact, that these will, upon an average, wear as long again as the rough fleshy-legged black breed. The best and hardest horses for the draught I ever remember to have seen, proceeded from a cross between the country mares by the Tees' side, and a foreign stallion. They are not tall horses, rising only from about fourteen hands three inches to fifteen hands three inches, exceedingly strong made, with short clean-boned legs, very

firm carcases, and equal to any fatigue. The Welsh horses are a very hardy breed, but rather small for the team; but when they are good goers, few or none can equal them for the road. None stand our turnpikes like them; and I well remember one that I rode for many years, which, to the last, would have gone upon a pavement by choice, in preference to a softer road. The Scotch horses, like the Welsh, are exceedingly hardy, but too small for the draught, except the Clydesdale horses, &c., taken notice of before. Those properly called Galloways are now rarely to be met with, from an inexcusable inattention to the breed, which is nearly lost. From their name, we may suppose, they originated from the county of Galloway, and, it is generally said, were owing to crossing with the Spanish horses, when a part of the invincible armada was shipwrecked upon those rocky coasts. There is much probability in the account, but whether true or not, is not so material, and the loss of so valuable a breed of little horses is to be lamented.—J. W.

ANNAPOLIS CHEESE FACTORIES.—Mr. W. B. Troop, M. P. P., writes to the *Bridgetown Monitor* to draw the attention of the public to the value and operations of the Cheese factories in the County of Annapolis, by giving an account of the business done by the Granville Factory, in five months of the season of 1874:—

Total number pounds of milk manufactured.....	403,270
Total number pounds of Cheese manufactured.....	33,738
Average pounds of milk to pound of Cheese.....	10.27
Average price per pound of Cheese at Factory.....	13 cts.
Net price per 100 pounds milk to shareholders.....	\$1.06

The above Factory is the only one in the Western half of Annapolis County. In the Eastern half are seven others, most of them larger, and, from the best information, they manufacture about one hundred and sixty tons during the season, which shows a cash value of about forty-six thousand dollars, from only a part of the dairy of the County in five months.

FRUIT CROPS.—The prospects for fruit growers in the States are very discouraging. Grapes are very generally killed in Ohio; blackberries in the Eastern States. The strawberries were dried up by the drought, and prices hardly averaged ten to twelve cents per quart. Pears were badly cut by late frosts. Mr. Bateham writes from Ohio: "Our apples and pears will be a very short crop, as well as the smaller fruits generally. I have never seen so poor prospects for fruit growers."