



The Field.

A Few Maxims for Farmers.

I. The farmer who does not return to his fields a dressing more than equivalent to the crops gathered therefrom, is as unwise and thoughtless as he who would neglect to feed the horse that was to carry him on a journey. In both cases it is diminishing the ability of a faithful servant to minister to his wants.

II. The husbandman who obtains from a field not properly manured, a small yield of grain, when by sufficient manuring he might have obtained a large one, is selling his labour at half its value.

III. In all cases keep the best products of your farm, whether of grain or stock, for your own use, that improvement in each may result therefrom. If three poor sheep will bring as much as one good one, keep the one and sell the three.

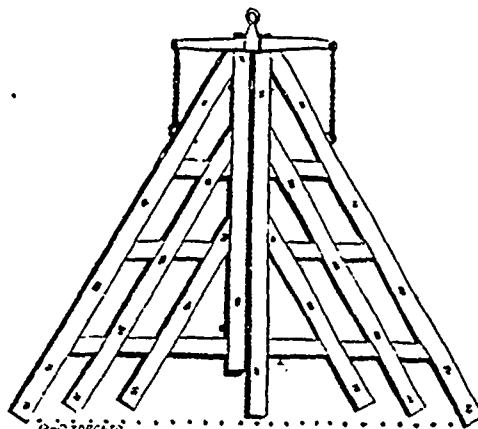
IV. Do not permit the remains of animal or vegetable substances to decay about your dwelling, but incorporate them with the soil or the compost heap, thereby securing the comfort and health of your family and adding to the attractiveness of your home.

V. Having things "near enough," often causes much trouble. The head-board to farmer A.'s cart was a little too short, but it was "near enough," consequently it came out in passing over a jolt, and with it half the potatoes. The keys to Mr. B.'s wagon thills were rather small, but they were "near enough"—so they worked loose, the thills came out and the wagon and horse got wrecked together in going down hill. The bar to Capt. C.'s cow pasture was too short, and yet he thought it "near enough"—but it dropped out one day and the cattle got through and destroyed his grain. It is better and cheaper in the end, even if it does take a little more time, to have things just right.—*Maine Farmer.*

A Good Harrow.

Mr. W. D. MORTON, of Lapeer County, Michigan, sends the accompanying drawing of a harrow to the *American Agriculturist*, and writes as follows in reference to it:—"I send you a plan of a harrow which I made some seven years ago, and have used on land both smooth and rough with perfect satisfaction ever since, and can now recommend it to your readers as being better than any other I have yet seen. It will work wherever the old-fashioned letter A drag will,

among stumps or stones; either side, or the middle, may be lifted over stones or stumps with equal ease; and when the obstacle is past, it will resume its usual position. On smooth lands it is not so readily swung out of its place as the common double square harrows, nor drawn at an angle by any slight obstruction or irregularity in the ploughing, but will run straight ahead. It will run hollowing in a water furrow, between lands, and it will run crowning on the top of the ridge, thus nicely rounding off the ridges. It will make its mark every three inches, with the exception of two spaces at each side, and one in the centre, which are 4½ inches each. The proper working of this, or any other double harrow, depends on putting the drawing staples in the line of draught of each side, which so nearly intersect the centres of gravity of each side, that the proper point may be found by hanging up each half separately, after the teeth and hinges are put in, so that the centre timber will be perpendicular. Every one who has used this harrow pronounces it an improvement, and several have been made already from my model. Convinced of its utility, I desire to see it in general



NORTON'S IMPROVED HARROW.

use, and offer it freely, through you, to all who wish to know how to make a good and easy working harrow. One centre piece is six inches longer than the other, for facility in getting hold to lift the middle when necessary. Two teeth in each centre piece run in the same track; they are better to be both in, to balance the harrow. The draught bar must be equal in length to the distance between the drawing staples."

The editor of the *American Agriculturist* adds:—"This harrow differs from the excellent Geddes harrow, which is the best form of a harrow in market, chiefly in the 'draught bar,' as our correspondent calls it, which, it will be noticed, is not attached to the point of the harrow at all, but is free to sway about in any way the chains will let it; and we see no reason why this 'draught bar' might not be attached with perfect ease to the Geddes harrows now in use. This construction will enable us to hitch the

team nearer the harrow, and yet not lift the point teeth out of the ground, and if by any means the harrow be swung out of its proper course, the power acts as a mechanical advantage, quickly drawing it back into line again."

Horse Carts.

A WRITER in the *Country Gentleman* having expatiated somewhat upon the handiness of horse carts, is replied to in a communication, from which we take the following extracts:—

"When the waggon was discarded from use upon the farms of England, a vehicle of monstrous ungainly proportions, bidding defiance to symmetrical construction, drawn by four horses, whose slow, elephantine movements were in proper unison with the rolling of its four huge wheels, received its death-blow. Its place was taken by a vehicle with only two wheels, to be drawn by one horse. Thus came the cart, *alias* horse-killer, into existence.

"The farm-cart must necessarily be of that weight, which renders it decidedly injurious to any farm horse, whether English or American, and most assuredly to the latter. When upon a level the cart bears upon the horse; when upon a descent it does so in a greater degree; when toiling up an ascent, the weight pulls upwards upon the belly. If one wheel falls into a deep rut, as is often the case, the cart swings towards the unfortunate wheel, having a tendency to throw the horse off his feet. If this is successfully resisted, ten to one he is strained. The good roads of England obviate these evils somewhat, but they exist in full in most localities on this continent. An English cart harness weighs from 40 to 60 pounds. This is no small item added to the draught. No pace but a walk can be forced upon a horse. If a cart must be used, get oxen. Stumbling is very prevalent among horses in neighborhoods where carts are used. No doubt the main and general cause of this fault is sore feet. Some say this defect is more common in England, Scotland and France, because the roads are hard. More likely it is the almost exclusive use of two-wheeled machines, such as farm carts, gigs, dog carts, &c., heavy, clumsy vehicles, throwing all the weight and strain upon the horse. No wonder sore feet, stumbling, and scarred and broken knees are so common."

High Farming and Clean Culture.

THE farmers who make money in this part of the country by the cultivation of the soil, are those who understand and appreciate the force and meaning of the two words at the head of this article. They are those whose native common sense enables them to comprehend the difficulty of making "an empty bag stand upright," and who thus save themselves at the outset from all the disappointment and mortification incident to such attempts.

There are good farms all over Massachusetts and