

sidence, will bulge out towards the eaves without any additional width being given to that part. When the body has attained the height of 15 feet, or thereabouts, the drawing in for the roof is begun by gradually taking in the breadth on each side to the ridge, and the ends are of course built up perpendicular. The hay ought to heat considerably a couple of days after it has been stacked, or else it was made too much, and until this heat has subsided, there is no use trying to thatch the stack, as the subsidence may be unequal, and the thatch be drawn open in places.

Frying.—"The usual method of frying adopted in the Royal kitchens, however, is not that of the pan, but rather the Continental style of boiling in liquid fat which has been raised exactly to the boiling point before the food is put in. For this purpose an enormous number of wide, deep copper vessels are provided, fitted with an open frying-basket tray of tinned wire."—*Star*.

The cooking in a shallow pan, smeared with a little lard, etc. (often not heated until the thing to be cooked is put into the pan), is not frying at all. It is called, in French, "*sauter*," to jump. As for the two inches of fat *boiling*, that is absurd, as fats do not boil at so low a temperature as 212°, except under pressure. The test is: throw a crumb, or two, of bread in to the hot fat, and if it browns quickly, the cooking can proceed. The *spitting*, supposed to be from the fat, is really from the water therein contained.—*Ex.*

Roads.—Years ago, we remember seeing on the the great placards at every turnpike-gate near London—England—a list of charges, in which a considerable difference was made between broad and narrow waggon wheels. We take the following sensible remarks from "An address by A. Harkness, Iroquois, Ont.

DAMAGE DONE BY NARROW TIRES.

One of the most active enemies of good roads is the narrow waggon tire. This was made strikingly manifest when barley was our staple crop, and was marketed during the rainy season in the fall. The "metalled" part of our country roads is seldom more than eight feet wide—it would in most cases be too expensive to make it much wider.

This leaves but a single track for vehicles, and those of you, who like myself, have during a few

hours or a wet morning in the late fall, seen fifty or sixty wagons each bearing a load of from one and a half to two tons, pass down one of these roads, will readily understand that it requires good material, well put down, to withstand the wear and pressure there is on tires originally an inch and three quarters wide, and sometimes worn so that their faces are little wider than the edge of a man's hand, and round at that. The result is,—small ruts that hold water soon form; and the wear is assisted by the moisture; or, if the road slopes, these ruts soon become the beds of tiny rivulets that still further accelerate the process of destruction. Whereas, if tires wide in proportion to the load they bear were used, the pressure would be on a considerable surface and would tend to smooth and solidify the road rather than cut it up. The difference between the narrow and the broad tire is the difference between the disc harrow and the land roller.

It is an encouraging sign of the present times that the wide tires are coming into more general use; the farmers are beginning to understand that they can move a heavy load over the roads or over the fields with greater ease on wide, than on narrow tires. The same rule holds good with sleigh shoes; our winter roads would be levelled for the horses' feet and contain fewer and less dangerous holes, if the width of sleigh shoes were doubled. The width of both tire and shoe, as well as that of the sleigh should be regulated by general statute. We are all partners in the public roads, and no member of the firm should be allowed to improperly use or injure the property of the other members.

ROAD MAKING.

I need not dwell at any length on how the roads should be made, further than to indicate a few principles that should always guide. The ditches should not be deeper than is requisite for the proper grading of the road—unless when it is necessary to cut through slight elevations when the surplus material should be removed to depressions; for slight, elevations mean slight depressions, and it is desirable to have the road-bed as level as possible. When the elevation is more than slight,—that is, when there is a hollow between two hills,—drainage should be sought through the adjoining land. The roads should be graded so that the water will flow readily into the ditches, and the ditches should be laid out