



# THE JOURNAL OF AGRICULTURE AND HORTICULTURE

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## Table of Contents

### THE FARM

Notes by the way.....	505
Roads.....	505
Reports.....	507
The fly.....	509
What to plant.....	509
Experiments at Rothamsted.....	510
Sainfoin.....	510
Bordeaux-mixture.....	512
Rape.....	512
Thick or thin seeding.....	513
Lime as a fertiliser.....	514

### HOUSEHOLD MATTERS

Devonshire cream.....	515
Dress.....	515
Recipes.....	516

### THE DAIRY

The formation of the dairy-herd, Parry on.....	517
Contagious abortion.....	520

### THE GARDEN AND ORCHARD

Insects injurious to fruit-trees.....	520
Horticultural education.....	522

### THE POULTRY-YARD

Setting hens, and young chicks, Andres on.....	524
The chick, and how to raise it.....	525

### THE HORSE

Montreal horse-show, W. R. Gilbert on the.....	527
Sore shoulders in horses.....	528

## The Farm.

### NOTES BY THE WAY.

*Roads.*—Born and reared in one of the heavy-land districts of England, we have a lively recollection of the horse killing powers of badly managed bye-roads. All very well in summer, they were a terrible burden to the unfortunate cattle in the fall, winter, and early spring. Many a time have we seen an extra pair of heavy cart-horses sent to meet the 4-horse waggons; coming home from London, laden with dung; at the place where the bye-road to the village met the high-road, to help the weary horses home, and, no doubt, the farms in the Wealds of Sussex and Kent were let at lower rentals on account of this terrible inconvenience.

The very measures used in the grain-trade show the difference between districts in which the roads were good and those in which they were heavy and nearly impassable. A "load" of wheat varies in contents according to locality. In the chalk lands of Kent and the other S.-E. counties, where the roads have been always better than in other parts of England, the chalk acting as a drain and the face of the country being invariably what is called in Canada "rolling-land," there the load is set at 5 quarters of 8 bushels, the weight averaging 2,520, which was supposed to be a good load for a wagon and its team on the roads as they existed in the days when the team was in use.

Hertfordshire was a backward part of the Eastern district, and the pack-horse