## THE FARMING WORLD.

### THE MAKING OF ROADS.

**A Secure Foundation Is, of Course, the First Essential.**

Necessity is the best school of road making, and the best first lesson for the younger members of a family may be given between the front and back doors of a house and the street. Where the native soil turns to mud with water and trampling, take out the loam and pile it in a heap for use, when fine and mellow, in grading or dressing the dooryard. Make the excavation concave and from six to fifteen inches deep in the middle, according to the porous or water-holding capacity of the subsoil. Think out these and many cognate points to the end and make a plan on paper before the actual work is begun. Distrust yourself or anybody else who can't tell what they propose to do.

Into this vacant space (shaped like the bottom of a birch bark canoe) fill the best path-making material to be had. Coarse sand may, in some places, be the cheapest and most useful substance for the bottom filling, because water never stays in sand to be swollen by frost. Upon the sand place hard and heavy gravel with its coarser stones and pebbles buried—rounding the surface in a form pleasant to the feet—and along the middle make the walk three or four inches higher than the bordering grass and the edges of the gravel on either side flush with the bordering turf. Turf should be repeated here, for good walks, roads and fine turf will always go together. Avoid the road mender who fills the street with mud, dust and loose stones.

VIEW OF IMPROVED ROAD ON STATEN ISLAND.

By settling the sand aforesaid, solid with water, or by trampling it with horses or men, and by adding one-third of good hydraulic lime to sharp, sandy gravel and finely broken rock, tempering and mixing the whole thoroughly with water, the top course of a walk may be done in artificial rock. This will be a grand lesson in road-building for all the children and grown people concerned in it, because the principles involved in permanent work are always the same however details may vary with local circumstances. There must be underdrainage, either natural or artificial; the walk or road should be water shedding—a "roof" over its foundations, as Mr. McAdam said—and "rounding enough to clean itself," as Telford said; while the friction of travel should wear at the surface only. Methods for making our paths "straight" should be taught in schools and churches, to the end that the common people may never be cheated in these everlasting matters.

Earth roads will wear longer upon a concave bed of solid sand; and whether the superstructure, to receive the tread of animals and the grinding of loaded wheels, be of selected natural gravel, or of broken stone (which at best will be an artificial, coarse gravel), or of asphalt, or pressed or fired brick, or of cleft and dressed stone blocks, or selected pebble pavement (fit for pressing the frog of a horse's foot), nothing can be better for foundations than the solid bed of natural or artificial sand. To get foundations right is the most important thing in road mending as in road making. Careless workmen, as ignorant of what has been as of what should be, continually spoil our highways. We have ourselves felt, perhaps, how carefully the conscientious dentist removes all decayed and insecure material from the cavity he intends to fill. He'll give us a costly or a cheap wearing surface, but the foundation must be scrupulously secure and firm in each case. So it is in road building or in any building whatever. Let me see the road maker dumping rolling gravel upon a ridge of newly-scraped-up mud or sand. It is like driving to market with a load of potatoes and no side boards! And we see the same sort of workman hauling road gravel upon some sandy flat in a dry time, smothering himself and the traveling public with dust, when a single load of water on gravel damp from the pit would be worth ten loads of gravel in finishing his work.

Nothing can be positively and fitly said here about the depth, width or length of road work, except in the language of the old masters: "Wisdom shows a narrower path." Avoid the "broad road"—make plenty of narrower ones, with here and there a comfortable traveler. Dimensions, however, must be nicely adjusted to local conditions and especially to our pockets. We don't want to be driven to Heaven with earthly taxes.—J. B. Olcott, in N. E. Homestead.

### HOW TO MAKE CHEESE.

**A Simple Process Which Insures Satisfactory Results.**

We are asked for the process of cheese making. After the milk is properly ripened, heat it to 82 degrees in the summer and 84 degrees in the spring and fall during cool weather. After the proper heat is attained, add the rennet in quantity to coagulate milk in from 50 to 60 minutes. Then cut the curd in cubes of about three-eighths of an inch each, then stir gently 10 to 15 minutes, then apply heat slowly at first and raise the heat to from 90 to 92 degrees, when the heat can be raised rapidly to 98 degrees, when the whey can be drawn. Then stir the curd gently until it begins to pack. When sufficient acid is developed in the curd and cooled down to 85 degrees, grind and salt, about two and a half pounds of salt to 1,000 pounds milk. Then the curd is put to press. Apply the pressure gradually until the whey is pressed out. The cheese should be in press about 24 hours. The curing room should be of a uniform temperature of about 70 degrees. After the cheese is properly cured, if not marketed, it should be placed in a cool room so the curing process will be retarded. Curing rooms should be so constructed that the temperature can be invariably kept at from 60 to 70 degrees.—Farmers' Voice.

**Good Roads and Happiness.**

The prosperity of our country depends so largely on the prosperity of our farmers that everything possible should be done to render life in the rural districts agreeable as well as profitable, and nothing could conduce more to the comfort and happiness of our people than the improvement of the roads.—Joseph Wheeler, M. C., Alabama, in Memorial to Congress on Road Exhibit at World's Columbian Exposition.



### SHE WAS NOT PRESENTABLE.

**Death Was Preferable to a Disheveled Appearance.**

"Fire!"

Wildly rang out the cry, rousing the quiet neighborhood from its midnight slumbers and filling the breasts of the startled denizens with the paralyzing, blood-curdling dread inseparable from a night alarm of fire. Windows were hastily thrown up, heads were thrust out, and trembling voices asked:

"Where is it?"

From the roof of a three-story mansion the flames were mounting skyward, throwing a ruddy glare over the groups of men and boys hurrying along the streets, and guiding only too surely to the scene the fire companies whose clanging gongs drew nearer and nearer.

The house was seen to be doomed. Nothing could save it. Willing hands were assisting in carrying out through the wide-open front doors bundles of garments, bedclothes, cakes of soap, brooms, piano covers, water buckets, towels, and wash-basins, and throwing out of the windows the valuable mirrors, rare old china, and costly paintings that were more easily saved in that way.

But the roar of the flames warned them that they must hasten.

"Is everybody out of the sleeping-rooms?" inquired the father of the family, as he stopped a moment to wipe the sweat and grime from his face.

"Yes—no!" exclaimed the half-distracted mother, looking hastily over the grout that stood on the opposite sidewalk. "Where is Veronica?"

The eldest daughter was not there.

The mother ran back into the burning building and called frenziedly up the stairway:

"Veronica! Veronica!"

And a voice from an upper room calmly responded:

"If you think, mamma, I'm going to come down before I get my side-bangs curled you're mightily mistaken."—Chicago Tribune.

**Solicitous.**

Mother—Where have you been, Johnny?

Johnny—Down by th' ole mill watchin' a man paint a picture.

"Didn't you bother him?"

"Naw! He seemed to be real interested in me."

"What did he say?"

"He asked me if I didn't think 'twas most dinner time, and you'd miss me."—N. Y. Advertiser.

**A Humane Principle.**

Dumley—"Mrs. Markham gave me precedence of Dayton. I led the way in to dinner."

Benton—"I heard her explain to Dayton that you looked hungriest."—Judge.

### THE GENERAL MARKETS.

| | | |
|---|---|---|
| **KANSAS CITY, April 26.** | | |
| CATTLE—Best beeves | $3 50 | @5 20 |
| Stockers | 2 00 | @2 75 |
| Native cows | 2 25 | @4 15 |
| HOGS—Good to choice heavy | 7 00 | @7 25 |
| WHEAT—No. 2 red | 64 | @64½ |
| No. 2 hard | 60 | @60½ |
| CORN—No. 2 mixed | 34½ | @34½ |
| OATS—No. 2 mixed | 28 | @29 |
| RYE—No. 2 | 54 | @54½ |
| FLOUR—Patent, per sack | 1 75 | @2 10 |
| Fancy | 1 90 | @2 95 |
| HAY—Choice timothy | 8 50 | @9 00 |
| Fancy prairie | 6 50 | @8 00 |
| BRAN | 62 | @65 |
| BUTTER—Choice creamery | 25 | @28 |
| CHEESE—Full cream | 11 | @12 |
| EGGS—Choice | 12 | @12½ |
| POTATOES | 75 | @85 |
| **ST. LOUIS.** | | |
| CATTLE—Natives and shipping | 3 50 | @4 75 |
| Texans | 3 75 | @4 30 |
| HOGS—Heavy | 6 60 | @6 70 |
| SHEEP—Fair to choice | 4 00 | @5 25 |
| FLOUR—Choice | 3 00 | @3 50 |
| WHEAT—No. 2 red | 65 | @65½ |
| CORN—No. 2 mixed | 27 | @27½ |
| OATS—No. 2 mixed | 29 | @29½ |
| RYE—No. 2 | 54½ | @55 |
| BUTTER—Creamery | 27 | @31 |
| LARD—Western steam | 9 75 | @9 87½ |
| PORK | 18 20 | @18 25 |
| **CHICAGO.** | | |
| CATTLE—Common to prime | 5 00 | @5 75 |
| HOGS—Packing and shipping | 6 50 | @7 00 |
| SHEEP—Fair to choice | 4 50 | @5 50 |
| FLOUR—Winter wheat | 3 25 | @4 20 |
| WHEAT—No. 2 red | 71½ | @71¾ |
| CORN—No. 2 | 41 | @41½ |
| OATS—No. 2 | 28½ | @28¾ |
| RYE | 51 | @51½ |
| BUTTER—Creamery | 29 | @33 |
| LARD | 9 02½ | @9 07½ |
| PORK | 17 45 | @17 50 |
| **NEW YORK.** | | |
| CATTLE—Native steers | 3 80 | @5 85 |
| HOGS—Good to choice | 6 50 | @7 00 |
| FLOUR—Good to choice | 3 00 | @4 35 |
| WHEAT—No. 2 red | 76 | @76½ |
| CORN—No. 2 | 49½ | @49¾ |
| OATS—Western mixed | 37 | @39 |
| BUTTER—Creamery | 20 | @26½ |
| PORK—Mess | 17 50 | @18 75 |



























A. N. K.—D. 1445

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