

FARM & GARDEN

Spare the Birds.

The Audubon society, No. 40 Park row, New York, whose purpose is the protection of American birds, has issued a form for a petition to be presented to the legislature of all the states, the first section of which reads as follows:

Section 1. Any person who shall, within the state of _____, kill any wild bird other than a game bird, or purchase, offer, or expose for sale any such wild bird, after it has been killed, shall for each offense be subject to a fine of \$5, or imprisonment for ten days, or both, at the discretion of the court. For the purpose of this act the following only shall be considered game birds: The quail, commonly known as quails, geese, brant, and river and sea ducks; the mallard, commonly known as ducks, coots, mud hens and gallinules; the limicola, commonly known as shore birds, plovers, surf birds, snipes, woodcock, sandpipers, tattlers and curlews; the gallina, commonly known as wild turkeys, grouse, prairie chickens, pheasants, partridges and quails.

Section 2 relates to the needless destruction of nests or eggs.

Section 3 exempts those taking birds or eggs for scientific purposes, and makes rules for the same.

Section 6 exempts the English sparrow from the list of birds which it shall be unlawful to kill.

These desirable copies of this petition to circulate can obtain them by addressing the Audubon society as above.

Cutter for Strawberry Runners.

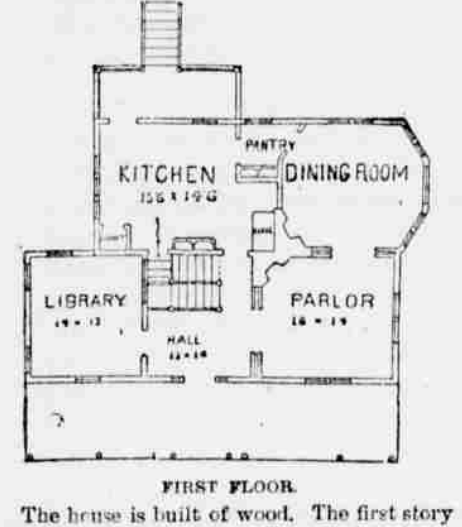
The most profitable system of strawberry culture is the hill system. The greatest objection to it is the labor and trouble of keeping the runners off. I find a cutter made like that shown in the illustration a very convenient arrangement for that purpose: Take a thin plate of steel two to three inches broad and two feet long; sharpen one edge, bend it into a half circle, rivet three shanks to it—one near each end and one in the middle—bring these together with a gentle curve in the center and weld them into a single solid shank.



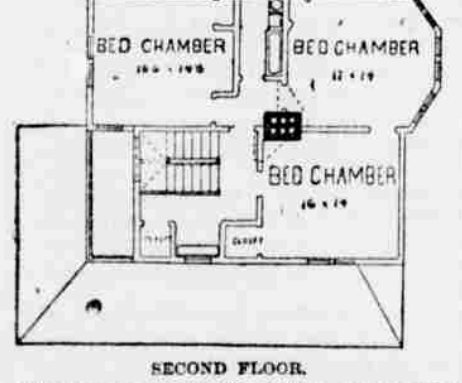
RUNNER CUTTER.
For persons who would like something stylish and attractive in a country residence, the accompanying design has been prepared. It is a picture of a new house lately erected in New Jersey. It is not a cheap house, exactly, the cost being \$5,303.



COUNTRY HOUSE.
It is considered a very handsome house. A range, furnace, bath room, plumbing and drainage are included in the cost. The house has concrete walls, however, in the original plan the old-fashioned cellopp and privy vault, which is a little surprising in these days of earth and sawdust closets for country houses. That part of the plan could be modified and an earth closet constructed for less cost.



FIRST FLOOR.
The house is built of wood. The first story has a hard wood floor. The woodwork inside is of white pine. A slate roof covers the house.



SECOND FLOOR.
The furnace is in the cellar. Gas pipes are put in. For the country these, of course, would be left out.

Two Opinions.
The opinion of a woman whose husband has a good garden:

"Does a garden pay? What a foolish question! Of course it pays. It pays better than any other part of the farm. Why? Because so much can be grown in it that the family can make available at all seasons of the year. It isn't a mere summer institution, this garden of ours. When summer ended we had vegetables to use the same as we had during the growing season, for we always raised enough to last until garden stuff grows again. Think of the variety the garden gives our bill of fare: Corn, cabbage, tomatoes, lettuce, cucumbers, parsnips, squashes, onions, salsify, beans, beets, turnips, radishes—why, if you were a woman with a family to cook for, and you wanted something to make a change with, you'd see where the advantage of having a garden came in. With these vegetables to draw from a woman can so vary the bill of fare from day to day that the men folks would be complaining about the 'same old grub' from one week's end to another. But isn't it cheaper to buy than to raise? See here: How much money do you suppose I'd have to expend on vegetables if we had to buy all we used? I'll venture to say that I wouldn't get \$5 for that purpose through the year, unless I kept it back from the butter money. Men folks don't like to buy garden stuff, but they do like to eat it. Thank goodness, my husband has sense enough to see the advantages of a garden. I don't know that he likes to work in one, but he sees that it pays, and he is not regarding the pleasure of his appetite alone, but considering the financial aspect of the case, when he raises vegetables. He knows that what we eat from the garden costs less than the other things we would have to buy if we had no garden.

The opinion of the man who doesn't have a garden:

Do I have a garden? Not much! Catch me putting 'round in one. I'd rather go down to the corner and sit 'round the grocery store or saloon all day long than make a garden bed. It's all foolishness. You sow the seed, and half won't come up, and what crops gets smothered by weeds. Why don't I pull 'em up? I don't have to. I can work on the farm, but I won't work in the garden. Why? Because it don't pay to—didn't I tell you that before? But wouldn't it pay if I worked it the same as I do a field? I don't know. I don't care to know. But don't like vegetables? Of course I do. Do we buy any? Well, no, not to speak of. We can't afford to. Don't get tired of pork and potatoes and bread the year 'round? Well, yes, I do; and it does seem as if my wife might give us a change sometimes, but she don't. If she did we'd 'spring out' with a better appetite, and not have to take 'bitters' and such stuff. She always harps about a garden—a garden! but I just put my foot down and tell her she don't get me into that trap. No, sir, I won't bother with one.—Our Country Home.

Care of Public Roads.

Next to fine schools and churches, of paramount importance to a community comes good roads—in fact the two former depend on the latter, in a measure, for their very existence. We unfortunately live in a section where the public highways are execrable; quite likely they are as bad in other portions of the country, though hardly worse than here in southern Maryland. Their management is about equally faulty, a complaint pretty general against all who have the welfare of the roads under their supervision. How easy—we all know—to point out a grievance or fault, but how very difficult to name or apply a remedy! The general public must bear the chief blame, and their apathy and disinterest is hard to account for. In the first place we have not adequate laws, either general or local, to accomplish the ideal highway; and the few we have, ordinary civilians are unacquainted with, and those in authority act as if they needed an introduction.

A fine road is self-evidently necessary even to the most obtuse person, for wild as well as cultivated land; but the combined qualifications of shade and good, cheap roads, in these all clay or all sand sections, is the problem demanding our serious attention. Much cannot be made by a small expenditure, neither can those living on farms of like soil be sufficiently taxed to accomplish this desired end; but one thing they (the adjoining land-owners) can do to help the good cause; that is to give to the roads enough of this poor land for roadbed and shade, say 40 feet (which will be ample for all country roads in this section), 24 for the road bed and 16 for ditches (when necessary) and shade trees. Twenty-four feet gives room to travel in new runs as soon as any one becomes worn too deeply; this, with the present disbursements and the mending they now get, will give the most satisfaction to the general public in this sandy second district of Anne Arundel County.

One great trouble with our roads is that there is often but one track, and not sufficient room for another (in some places it has the lawful width between fences, and bushes and briars have encroached upon the track until the wheels of the wagon drag against the bushes on the sides while again we may find the fences only 20 feet apart, or else some embankment has been cut through with only sufficient room for one track), and all teams are therefore compelled to use the single track, whose ruts become deep and irregular from the constant travel, where, if the roads were properly widened—all public highways should be kept the lawful width—and higher in the centre, vehicles would avoid the deep ruts long enough for them to fill up naturally.

Our land makes poor road beds from the nature of the soil. Where sand predominates, it is almost as bad as all clay, though the former is always passable, while the latter, during a protracted wet spell, cannot be used; neither can it be made into good road beds without great labor and expense, and in poor sections—land averaging three barrels of corn to the acre—it is impossible, without outside help, to do much to ward a perfect road. The shape of a perfect road bed, which has been often stated, should be a convex surface (between parallel lines), like the segment of a large circle.

These coarse, sandy roads as we have them in the lower half of this second district are fine enough in winter or when wet, but become wretched in mid-summer, or when very dry. As this sand is so easily displaced, allowing the wheels to sink, it causes a team to draw at least three times as hard; that is, where on a solid, smooth road bed, a horse could pull a ton, here 700 or 800 lbs. would be a big load, and besides, the grinding action of the hot, dry road upon tires and rims soon ruin the best wheels. In very warm weather the steel or iron ties expand (as we all know) more than the wooden fellys, causing an interference and this is speedily filled with sand, which soon increases the treach, finally compelling the cutting of the ties to save the wheel. The more shade, the longer this sand remains damp, and moisture counteracts the expansion of ties by swelling the rims and lessening the heat; than abundant shade is the best for these roads. Where they are all clay, or clay in excess, then during a wet spell they become like putty, the wheels sinking to the hub, and are then the worst roads possible, though they never wear and injure the rims and tires as the former, and they become excellent in mid-summer, or when dry. Shade, therefore, for this latter soil is slightly injurious, but with proper distances between the trees, or grouping and keeping them well trimmed, this can be mitigated, and with sufficiently wide road bed, entirely counteracted. We do not want bushes and briars for shade, but large trees with trunks without limbs for 20 feet or more (and if we permit these to be entwined now and then by our Virginia creeper, bitter sweet, and native clematis, that are so very abundant along our roads, so much more pleasing will the sight be), so that the air can freely circulate over the road bed.

The limits of the public highway, with few exceptions, are undefined, and unless interested parties agree to allow the centre of the present road to be the true one, as a base to ascertain the correct boundary, it will cause considerable trouble and expense to locate the lawful meter satisfactorily. Many buyers of land on the public roads, when they come to remove or repair their fences on said roads, will encroach upon the 30 feet allowed by law instead of going out, thereby gaining a little land to the great detriment of the traveling public. Supervisors should be instructed to demand the removal of all fences that infringe on the said road's lawful 30 feet. Now here comes a grave difficulty, for, as I said above, the boundaries are undefined; so who can tell when a land owner does encroach, unless twenty years peaceful use by the public makes the present track lawful. With the present 30 feet allowed by law, it is difficult to save the shade trees, but the judicious supervisor (duly advised with written instruction, not oral) can save many of our fine native trees still left on some of the roads—say 20 feet for road bed (which is not sufficient for a good double track), two feet on each side of road bed for ditches, when necessary, making 24 feet. We have left 6 feet for shade trees, 3 feet on each side, which is barely enough for their trunks. The roads should not be less than 40 feet, as mentioned above, or even 50.

Trees should be trimmed to make climbing difficult, and so that the lower branches will be well out of the way of hay wagons, and it would be well for them even to interlock across the road, if possible, to preclude the sun's rays, here almost vertical.—Country Gentleman.

It Does Pay to Drain.

The prices that farm produce is bringing at present will hardly bring the farmer through, if he lives well and keeps his buildings and tools in good shape. He must work hard and hire good men to do even this. The only chance I see for farmers at present in Michigan is to look farther ahead in some respects than they have been doing. One farmer says, I have 10 or 20 acres of land on which I have to pay heavy taxes. If I could afford to ditch it, I could get something out of it. Another says, if my farm were as good as yours, I

could get rich in a few years; but I have 10 or 12 acres of 'waste land' in my 40. Still another says, I make some money out of my good land, but I get 6 per cent interest for what I have to spare, so I can't afford to do anything with my waste land. Here is where most of our Michigan farmers are getting poor. I have had some experience and am satisfied that there is not one acre of land in the lower peninsula of Michigan which, if properly drained, will not bring a profit of at least 8 per cent. Farmers who put their money in savings banks when they have a little waste land (as they call it) on their farm are throwing away 2 or 3 per cent.

Some farmers say, I cannot afford to buy tile; I cannot afford to hire a man to dig the ditch—thinking, of course, that no one but a professional can dig a ditch. They should look the land over and find the natural course for the water to run; then take a team and plow once up or down; then set the wheel up and go again in the same furrow. If the wheel is in the way at last, take it off entirely. Of course you cannot dig the whole ditch with a plow, but one man and one team with a plow at the start, can do more work in two hours than two men can do in two days. Level up the bottom of your ditch. If the ground is pretty dry, wait for a rain, which may show some points that should be cut out a little more to let the water off. Put in good round tile, if you can. If not, use stone. Lay your small stone each side of the ditch, cover with larger ones, and then put on a good covering of sod.

Run a plow up and down the ditch three or four hours (run a drag over it), and the next spring you will find that you can plant corn or sow oats about two weeks ahead of your neighbor, who has put his moneys in the bank instead of in his farm. If you cannot afford tile, and have no stone, but have timber, go into the woods and cut green poles of any kind (soft maple is the best); they will last until your children have passed three score and ten.—Country Gentleman.

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