# Rural Kconomy.

#### THE GOVERNMENT EXPERIMENTAL GARDENS.

It was my good fortune, a few days in to visit these gardens, a tow days that devoted to fruit raising (formerly to orghum) consists of five acres; further wight are twenty acres devoted to experirest at other vegetables. In the first ments on other vegetables. In the first re found a large number of varieties of the grape, apple, pear, peach, strawberry, he grape, apple, pear, peach, strawberry, he pherry, currant, etc. At the present mspuer, experiments are being made in grape The choice varieties, such as the (stawba, Isabella, etc., have by experimiture. neat shown their unfitness as to climate to s liable to disease. He showed me a numbet of clusters which had been sent him examination. Samples from the Shenndoah valley, Va., were very fine and felicious; these were varieties of the Fox some very interesting facts and regestions will appear in the forthcoming icultural report upon the various disses incident to the grape family. In the getable garden some interesting facts are been brought to light in the culture onions; some specimens of remarkable w variety of water-melon has been imarted from Turkey. I think it excels variety heretofore known in this coun-A visit to these gardens will richly av the pomologist and the lover of beauforms of vegetable life. Before leavthe garden, the superintendent preared me with a sprig of a tea plant, hich I send you for a place in your hernum; taking it for granted that editors these stirring times have leisure to make etions of plants.-Cor. Boston Re-

IRRIGATION.

hat the artificial application of water viest crops when the rains are most tised, it will invariably be noticed that etc., growing near the mouth of the in is much more luxuriant than that ive the benefit of the flowage. Places h receive the wash from the roads, too, emarkable for their fertility, and are y distinguished from the less favored ions of the field.

And what is true of grass is equally licable to all those crops that grow er in moist than in dry seasons, and includes nearly every variety of vegede matter. Indian corn may seem to be sception, as that thrives best in warm, sant weather, and is less affected by mon droughts than most other crops; it does not follow from this that artifiwatering would not be beneficial to it.

ing too compact. But while the most perfect system of

is practicable to introduce it; and so far Department, induced the Directors, in 1861, as gardening is concerned, deep and en- to order 500 tons of Bessemer steel rails. introduced. A combination of both would, if managed with judgment, produce excellent results."-Vt. Farmer.

#### HINTS ON PAINTING OLD WOOD WORK.

As soon as there have been one or two hard frosts to kill most of the flies, it will be an excellent time to paint wood work in which the whole system of rails employed went shown and the bardy varieties which the kitchen, or any other part of the at the London termini of this great Com-bare more recently been introduced. In house. Saying nothing of the economy of pany converges. There all the passenger, have opinion of the superintendent of these painting, it is an excellent practice to apply goods, and coal trains have to pass, and the superintendent, these a thin coat of paint to all the wood work of shunting of carriages is constantly going hole varieties will ere long be supplanted the kitchen once in two or three years. to discusse. He showed me a num- keeping such parts of a house clean. Some by the enormous traffic. The face of a rail doors that are used often, need painting was usually worn away in little more than every year to keep them at all decent. It is not best to put on thick, heavy coats, as these are needlessly expensive, and after a few years will look bad. The same amount found most inconvenient as well as dangerof paint, applied often in thin coats, will ous.

look better and cost little more. Where wood work is much spoiled, especially by hands not scrupulously clean, it is sometimes difficult to make even the best paint hold well. It will dry soon precisely opposite two new iron rails of the the have been raised during the season by enough, but will afterward peel off, for atua pains in preparation of the soil. A paint will not adhere well to a dirty, enough, but will afterward peel off, for best quality, so that no engine or carriage greasy surface. This is particularly the case in rooms where washing and cooking are usually carried on.

In order to make paint stick and become about as firm as the wood itself, wash the surface thoroughly with moderately strong ley, using a short swab," then wipe it off with a cloth wrung out in fresh water. This will remove all grease and dirt that prevent the paint from taking a firm hold. Paint for such places should be made of the best white lead, mixed to the consistency of thin cream, with two parts of the best boiled linseed oil, and one part of good lacquer, or "liquid drier." Such paint will dry in one day, and become sufficiently hard to handle in a few days. A teneficial to nearly every species of very small quantity of lamp-black will work. During the same time eight iron rails had been entirely worn out on both ffects too often to doubt the truth of may be added until the paint is of the deproposition. Grass especially shows sired shade for painting mop-boards, or plainly the benefits of irrigation in its | wainscoting. Pure white lead for the body reased growth and deepening color. will make a more durable paint for floors and swales always produce the than most other kinds. The use of zincwhite, which is much superior to white adant, if they are not in excess; and lead in some situations, as for instance in tarms where under-drainage has been privies, is attended by a little difficulty, stised, it will invariably be noticed that because it must be applied very thick to cover well when used alone; but a second coat, not so thick, may be put on over acdiately adjacent but which does not other paint, and it will give greater brilliancy and will not tarnish from sulphurous gases frequently rising from sinkdrains, etc., nor from the exclusion of light,

which causes white lead paint to turn yel-

ow.-S. E. Todd in Country Gentlemen. ed light blows, or rapid vibration of machinery in action, iron becomes disintegrated and consequently brittle. This is undoubt-Scientific. edly the case with brass, which, when subjected to vibration, in a few weeks becomes as brittle as glass. When the frightful **IRON AND STEEL.** accident occurred on the Versailles Railway, some few years since, occasioned by (Concluded.) the breaking of a crank axle, the best men of science and practice in France were ANCIENT MODES OF MAKING STEEL. The ancient method of making steel, but they were by no means agreed. though rude, was remarkably effectual; and whole subject was again discussed before to this day, the Hindoo iron-smelter, who the Commissioners appointed by our own builds his clay furnace, lights within it his | Parliament, in 1849, to inquire into the apfire of wood, and charges it with iron ore —urging the flame by blasts of his sheep-skin bellows untill he produces his small wrought iron exposed to vibration, frequentlump of wootz, which is found in the hearth ly break after long use, and exhibit a pethed in many of the countries of the at the bottom of the furnace-produces a culiar crystalline fracture and loss of tenquality of iron that the most expert manu- acity; whilst other witnesses maintained facturer in England cannot equal. Out of | that this peculiar structure was the result this wootz, afterward carefully fused with of an original fault in the process of manucarbonaceous matter, the finest Indian facture, and that the internal constitution of sword-blades are made, the wonderful tem- the metal remained unaffected by vibration per of which, as those of Damascus, is the however rapid or long-continued. In opdespair of European cutlers. The iron position to the popular view as to the brit made by the native Africans also, as we tleness of iron being occasioned by vibra have already seen, is of the quality of steel, tion, Mr. Robert Stephenson pointed to the being a highly carbonized iron; and hence they refuse to use English iron, which they characterize as "rotten" compared with their own. The ancient metallurgists entertained the idea that by burying iron in the earth until the greater part of it was converted into rust, the remainder was capable of being forged into weapons, and particularly swords with which bones, shields, and helmets could be cut assunder. Beckman says, however improbable this may appear, it is nevertheless the process still used in Japan; and Swedenborg has introduced it among the different methods of making steel. There may possibly be some element in the Japanese soil to account for this extraordiit, and remains incredulous. Certain, howbelieved that iron acquired a certain tenacity by burying it, and some of the old Sheffield cutlers, who were famous for turngreatly improved in quality. It has been stated that, on the removal of the old London Bridge, the wrought iron with which the piles were shod was found of such pure quality and so malleable, that Weiss, the celebrated cutler, contracted for some tons that bones are more brittle in winter than of it for conversion into steel-the action of the moist clay, without exposure to the air, having had such an effect upon the metal as to render it almost equal to steel. "So," said one of the metropolitan journalists. "we may one day mow our beards with a relic of old London Bridge." IRON AND STEEL RAILS. The consideration of these circumstances led the officials of the London and North-Western Company to direct their attention

is employed to prevent the ground becom- | to the employment of some more durable | periness of the roads rather than to the material than ordinary wrought iron for increased brittleness of our bones at that rails, with the object of providing a more season. To put the matter to a practical irrigation cannot "supply the place of "permanent" way than any that had test, however, Mr. Ramsbottom had a piece manure and good cultivation, it will doubt- yet been adopted. Mr. Woodhouse, the of rail taken up while covered with sharp less prove an excellent auxiliary, where it Superintendent of the Permanent Way frost, and placed under the large steamhammer at Crewe, when it stood the blows necessary to double both ends together, riched soil, and thorough and mellow cul-ture, will go far toward preventing the ef-line as were subject to the most rapid de-tracture. Nevertheless, the suggestion of fects of drouth, where irrigation cannot be struction, not only by the passage of the Dr. Percy is well worthy of consideration, regular traffic, but the starting, stopping, in which he says, "It is most desirable that the subject should be accurately investigatshunting, and making up of trains. Some of these were laid down in the Crewe Staed; and the Institution of Civil Engineers would render excellent service by conducttion, and others at Camden Station. Perhaps there is no spot on any railway in ing an elaborate inquiry into it." Europe where the traffic is so great as at the latter place. At Chalk Farm Bridge



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weather is usually accompanied with ol, cloudy atmosphere, which always tards the growth of corn; but irrigation artifical means, on the contrary, may carried on with no exclusion of warmth sunshine.

earry on the work of irrigation so wrately and to such an extent as is world, would, perhaps, be unprofitable he American farmer; and yet there is ther country where it is more needed, there the facilities for its operation are ter or more abundant. There is tely a farm which might not be greatly whited by a little labor expended in ing the course of a brook so as to flow some dry place; by judiciously distriis the wash from the buildings in little anels to different parts of the farm; aving the water which runs down the tsides and leading it to the adjoining is; and in other ways turning to a good 10se the superfluous water which is now ess or even detrimental to the land. robably the most extensive plan of irrion ever adopted in this country is to bund on the farm of Mr. A. B. Dickof Hornby, Steuben Co., N. Y., of th a detailed account was given in the by Cultivator some years since. This very simple and cheap, consisting in carrying a furrow along the t part of the fields to be watered reservoir employed for the purpose, ce other furrows extend to every part desired to reach. Care is necessary the main furrow so as to secure a and regular descent. Into these furthe water is admitted and trickles their sides over the intermediate

here are comparatively few farms on <sup>hone</sup> or more fields might not, by a little <sup>1</sup> and the exercise of a reasonable unt of good sense, be treated in a simi-Way, to the great advantage of their

the garden, too, the frequent applicawater, either clear or the waste of <sup>itchen</sup> or wash-room, has a surprising in the rapid growth of nearly every able, especially those which will bear hanuring. But the natures of plants and some require more moisture thers. The amount and its distriuust be determined by judgexperience, and will vary accordhe nature of the season. As a gen-<sup>te, we</sup> may observe that all root crops, and berries, and all gross feeding such as rhubarb, celery, cabbages, <sup>te</sup> improved both in size and quality quent waterings, providing the hoe

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called upon to give evidence upon the point, The engine-beam of a Cornish engine which received a shock equal to about 55 tons eight or ten times a minute, and yet went ou working for twenty years without apparent

EFFECTS OF PERCUSSION AND FROST

change. He also referred to the connect ing-rod that communicates the power of the locomotive to the wheel, and receives a violent jar eight times in a second at ordinary speed, and yet remains unaffected. He pointed out that in a case of that sort, a rod that has borne 200 million of such jars, will be found, on examination, to have retained its fibrous structure.

Where iron exhibits a crystalline appearance on breaking, Dr. Percy rightly points out that time plays a most important part in determining the character of the tracnary effect of burying iron in it until it ture. When the metal is broken with exrusts; but science can find no rationale for | treme rapidity, the fracture will be crystalline; when broken slowly, it will be of a ever, it is, that the old workers in metals | fibrous appearance. In the case of the breakage of a crank axle, we apprehend the cause to be torsion, not vibration. It was stated in evidence by a locomotive engineer, ing out first-rate articles in their day, were at the inquiry into the causes of the Bow in the habit of placing bundles of steel in accident on the Great Eastern line, that the mud of some watercourse for a few the very first turn of a crank-axle begins the weeks, by which they alleged it became process of breaking; and that the final fracture-nearly always at the same place -is only a question of time.

That the brittleness of iron is increased by frost, is also a prevalent notion amongst engineers, similar to the popular impression in summer. But the railway accidents which occur in frosty weather are more probably attributable to the circumstance that at that time the road is hard and rigid, and the engines running over it at high speeds are much more strained, and consequently more liable to accident than they are in ordinary weather when the road is soft and yielding; just as in frosty weather we are more liable to falls, and consequent ly to fractured limbs, arising from the slip-

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