

Agricultural Department.

F. R. K. vs SPADE.

The time-honored spade is falling into disuse, wherever common-sense prevails. Look at yonder sun of Erin, as he drives the shining blade into the moist loam, and leaves out a square compressed mass, two sides of which are smooth and compressed as possible. If you are standing near or working by his side, will hit it a rap and crumble the top of it a little, while the unscrupulously remain intact. The ground will be leveled off, like a rink, and the lumps will have broken, and remain heavy enough hard and impervious all summer, if the ground is not deeply worked again. When spading is done in very dry weather, it is not liable to the same objection in degree, yet it leaves the soil always more or less lumpy.

How different is the use of the fork! The spading fork is found of various forms in the shops. We prefer one of narrow tines, rather long and very thick, made of good steel. A good quality of steel is very important, for often a single tine striking a stone or stick has to take instantly the whole force of the blow or shove. The tines should be thick, otherwise power will be lost.

Considerable prying power is often required; and they should be narrow, that the earth may be more compressed than is necessary.

A fork like this may be driven much deeper with the same force.

It will lift the earth quite as well as a spade, and without packing it. If roots of trees, bushes, or anything of the kind are present, there is little probability that they will be injured, if care is used, and the ground may be loosened sufficiently in many cases without lifting the earth at all, in a way to bare the roots. The fork in fact may be used wherever the spade can be, and a shovel is not more desirable—so do not claim for its superiority in shoveling sand or gravel—and it may be used in many places where a spade cannot be used. About trees, in raspberry, currant or vine borders, especially, will the fork be found of inestimable service, and the spade should be banished.—*Homestead.*

COAL ASHES AS A FERTILIZER.—Wm. Leonard, of South Union, Mass., gives the following statement, in the *New England Farmer*, of his experience with coal ashes as a manure:

"On an old mowing field too much run down, we top-dressed a square piece of ground fairly with clear coal ashes in the spring. While the crop was growing, at all stages the difference was perceptible. When ready for the scythe it was more in quantity; and as to quality, it produced about equal parts of hard grass and red clover. If the clover was not introduced by the agency of the ashes, we know not how it was introduced, for four years none was seen the before, or in any other part of the field; this was the only clover seen in said field the past season. Both grass and clover was more vigorous, green and lively within the top dress—square, and just as visible all around was the exhausted crop, which said as audible as grass could say, in its declining state, that it had received no such assistance from this individual fertilizer."

"On a hill side not at all renowned for its wealthy properties in soil, we planted the Davis Seedling and Jenny Lind' potato, in clear coal ashes, half a shovelful in a hill. Below, on equally good ground, we planted the same kind of potatoes in compost measure, and the coal ashes, single handed, outlasted the longest hill. Below, on equally good ground, we planted the same kind of potatoes in compost measure, and the coal ashes were somewhat infected with rot; in the ashes they were all healthy and sound almost to a potato."

CHOLERA IN SWINE.—Mr. Russell Constock, whose method of culture has been so much talked of, claims to have discovered a method of preventing the cholera in swine, the ravages of which disease have been so destructive. The disease, he affirms, can be produced by a certain treatment of the animal, and prevented by an opposite treatment, but the method is not made public.

THE CROW.—In an article on winter birds, we have this defence in the *American Monthly*:

"He consumes in the course of the year vast quantities of grubs, worms, and noxious vermin; he is a valuable scavenger, and cleans the land of offensive masses of deceased animal substances; he hunts the grain fields, and pulls out and devours the underground caterpillars, whenever he perceives the signs of their operations, as evinced by the wilted stalks; he destroys mice, young rats, lizards, and the serpent; lastly, he is a volunteer sentinel about the farm, and drives the hawk from its enclosure, thus preventing greater mischief than that of which he himself is guilty. It is chiefly during seed time and harvest that the depredations of the crow are committed; during the remainder of the year we witness only his services, and so highly are these services appreciated by those who have written of birds that I cannot name an ornithologist who does not plead in his behalf."

EVERY FARMER SHOULD HAVE HIS WORKSHOP.—So says the *Wisconsin Farmer*. And every farmer should be mechanic enough to mend, all the small breakages that occur on the farm, instead of losing time and patience in sending to the village to have the work done. Besides this, when a wet day comes, the boys will interest themselves in learning to become practical mechanics, instead of loafing around the house.

CURRANT AND GOOSEBERRY CUTTINGS.—These must be taken of course from the wood of last year's growth, from eight to twelve inches in length. Two or three buds may be allowed to remain on the portion of the cutting above ground, but those under ground should be carefully cut out; there will then be no suckers to annoy and injure the growth of the main stem. They should be inserted in the ground four to eight inches, according to the length of the shoots, the ground pressed around them, and when hot sun begins to prevail and parch, they must be well mulched. No time should be lost in setting out cuttings.

HOW TO PREVENT STOCK FROM BEING UNLAWFUL.—A correspondent of the *Ohio Farmer* gives it as his opinion, that the common practice of making animals jump over the lower rails of fences and bars tends to make them unruly, and says that if the top bar is left up so that they are compelled to go under it, they will never learn to jump.

It is very well that the youth of our country should get high, but they should do as the oaks do—by drinking water.

Educational.

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The Central Valley Railroad will be open between Harrisburg and Carlisle in the most expeditious and expeditious portion of the valley, connecting with the Pennsylvania and the New York & Erie.

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The Faculty of Instruction is efficient and experienced.

The course of study consists of the subjects taught in a Classical, Moral and Christian Education.

First Semester, from the 1st Wednesday of September to the 1st of February.

Second Semester, from the 1st of February to the 1st of June.

Vacation during July and August.

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Boarding, Washing, Furnished Rooms, P. M. 25.00. Laundry, 1.00. Books, 1.00. Total, 27.00.

Preparatory, 1.00. Total, 28.00.

Extra charge for Ancient Languages, Music, Piano and Guitar, 1.00.

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Painting, Drawing and other Ornamental Branches, 1.00.

Artistic Works of all kinds, 1.00.

For further particulars address, Mrs. A. O. MARSHALL, President.

Aug. 5, 1859.

For Marketing of all kinds taken in exchange for goods.

Miscellaneous.

SUMMER AND VALLEY R. R. WINTER ARRANGEMENT.

CHARGE OF HOURS
and after MONDAY, Nov. 14th, 1859, Persons
Traveling will follow: (Sundays excepted)

FOR HARISBURG.

1st Train, 12 M. 24.00 P. M.
Arrive at 12.45 A. M.

2nd Train, 12 M. 24.00 P. M.
Arrive at 1.45 A. M.

3rd Train, 12 M. 24.00 P. M.
Arrive at 2.45 A. M.

4th Train, 12 M. 24.00 P. M.
Arrive at 3.45 A. M.

5th Train, 12 M. 24.00 P. M.
Arrive at 4.45 A. M.

6th Train, 12 M. 24.00 P. M.
Arrive at 5.45 A. M.

7th Train, 12 M. 24.00 P. M.
Arrive at 6.45 A. M.

8th Train, 12 M. 24.00 P. M.
Arrive at 7.45 A. M.

9th Train, 12 M. 24.00 P. M.
Arrive at 8.45 A. M.

10th Train, 12 M. 24.00 P. M.
Arrive at 9.45 A. M.

11th Train, 12 M. 24.00 P. M.
Arrive at 10.45 A. M.

12th Train, 12 M. 24.00 P. M.
Arrive at 11.45 A. M.

13th Train, 12 M. 24.00 P. M.
Arrive at 12.45 A. M.

14th Train, 12 M. 24.00 P. M.
Arrive at 1.45 A. M.

15th Train, 12 M. 24.00 P. M.
Arrive at 2.45 A. M.

16th Train, 12 M. 24.00 P. M.
Arrive at 3.45 A. M.

17th Train, 12 M. 24.00 P. M.
Arrive at 4.45 A. M.

18th Train, 12 M. 24.00 P. M.
Arrive at 5.45 A. M.

19th Train, 12 M. 24.00 P. M.
Arrive at 6.45 A. M.

20th Train, 12 M. 24.00 P. M.
Arrive at 7.45 A. M.

21st Train, 12 M. 24.00 P. M.
Arrive at 8.45 A. M.

22nd Train, 12 M. 24.00 P. M.
Arrive at 9.45 A. M.

23rd Train, 12 M. 24.00 P. M.
Arrive at 10.45 A. M.

24th Train, 12 M. 24.00 P. M.
Arrive at 11.45 A. M.

25th Train, 12 M. 24.00 P. M.
Arrive at 12.45 A. M.

26th Train, 12 M. 24.00 P. M.
Arrive at 1.45 A. M.

27th Train, 12 M. 24.00 P. M.
Arrive at 2.45 A. M.

28th Train, 12 M. 24.00 P. M.
Arrive at 3.45 A. M.

29th Train, 12 M. 24.00 P. M.
Arrive at 4.45 A. M.

30th Train, 12 M. 24.00 P. M.
Arrive at 5.45 A. M.

31st Train, 12 M. 24.00 P. M.
Arrive at 6.45 A. M.

32nd Train, 12 M. 24.00 P. M.
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33rd Train, 12 M. 24.00 P. M.
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34th Train, 12 M. 24.00 P. M.
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35th Train, 12 M. 24.00 P. M.
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36th Train, 12 M. 24.00 P. M.
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37th Train, 12 M. 24.00 P. M.
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40th Train, 12 M. 24.00 P. M.
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41st Train, 12 M. 24.00 P. M.
Arrive at 4.45 A. M.

42nd Train, 12 M. 24.00 P. M.
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45th Train, 12 M. 24.00 P. M.
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46th Train, 12 M. 24.00 P. M.
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47th Train, 12 M. 24.00 P. M.
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51st Train, 12 M. 24.00 P. M.
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63rd Train, 12 M. 24.00 P. M.
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64th Train, 12 M. 24.00 P. M.
Arrive at 3.45 A. M.

65th Train, 12 M. 24.00 P. M.
Arrive at 4.45 A. M.

66th Train, 12 M. 24.00 P. M.
Arrive at 5.45 A. M.

67th Train, 12 M. 24.00 P