

# THE GLEANER:

AND NORTHUMBERLAND, KENT, GLOUCESTER AND RESTIGOUCHE  
COMMERCIAL AND AGRICULTURAL JOURNAL.

Old Series]

*Nec aranearum sane textus ideo melior, quia ex se fila gignunt, nec noster vilior quia ex alienis libamus ut apes.*

[COMPRISED 13 VOLUMES

New Series, Vol. X

Miramichi, Monday Evening, August 11, 1851.

No. 42.

## Agricultural Journal.

From the Boston Waverley Magazine.  
HAY MAKING.

There are probably few labors involved in the management of a farm, more important than that of hay-making. The crop of hay must be the chief reliance of the farmer for stock feeding, however much or great may be the assistance he derives from grain and roots. He can never make these subserve his purpose entirely, though he possesses, unquestionably, the power of rendering them most valuable adjuncts in the work. Still hay is the great staple—the principal and main reliance during the winter. It is therefore of the very first importance that this crop should be well cured; consequently any suggestions having a tendency to ameliorate the quality of the product, while, at the same time, it shall effect a diminution of the expenses involved in its acquisition—in other words, any system that will enable the farmer to economise one-third or one-half of the labor usually expended in the harvest, with an actual benefit to the hay, must be of practical value to the husbandman, and entitled to his special attention and regard.

By mowing ordinary grass in the first part of the day—permitting it merely to wilt, and then, with a horse-rake, throwing it into middle sized and compact winrows, and making it into "grass cocks," of from sixty to eighty or a hundred pounds weight, as circumstances may appear to demand, the crop will be in a condition to "make," without any further trouble, and in a manner, too, which will render it perfectly bright, elastic and sweet, and far more nutritive than hay cured in the ordinary way, by exposure to the sun. Good grass, cured in this manner, will always be characterized by a green and lively color, and the peculiar aroma, so pleasant in hay fields, will be distinguished in the barns. The succulency of green grass, is perhaps one of its most attractive features, and hay made on this principle is heavier from the desiccation of the native juices, than the same when cured by exposure. Excessive drying causes the stalks to become brittle, and much is in consequence lost in "making," especially if the crop is cut when very green, or not fully ripened. Upon the old plan, frequent spreadings and tossings were considered necessary. The field must be raked carefully, and the next day, perhaps, the cocks are again spread out, cocked again, and again opened; and so until the fibre is broken up and rendered so fine that cleanliness in securing it is impossible, and the waste of time in performing these operations, is, after all, not to be reckoned as the most important loss involved in a system which has nothing to recommend it to the attention and suffrages of the farmer, unless it be merely the negative excellency of being *old*. The labor of curing hay, under the old plan, is intense; it is performed, necessarily, in the hottest part of the day, and the time expended in its performance is by no means of small or insignificant consequence; for in the hay season, time is always valuable. By pursuing this new plan, and using a horse rake, if the surface of the soil is such as to admit of its successful action, three men will easily perform the labor of six on the old system, unassisted by the rake. This I know to be a fact, not only from observation, but the assertion of my friends, who have tested both methods for a series of many years. This fact is proved. A late writer of much critical knowledge and great practical experience in matters pertaining to agriculture, in some remarks upon the value of the hay crop and the best and most economical method of curing it, says:

"Hay cured in this way," that is, in the manner above described, "is of greater value, and will command a higher price in the market, than hay made in the old way by spreading out thin and drying in the sun, until it

loses its fragrance and green color. The principal advantage of the new method over the old, consists, in some measure, in drying *in the shade*, the hay not being spread out very thin; the fragrance, and a portion of the juices are thereby retained, and all the labor of spreading the first day, is saved. I practiced the new method for over six years, and therefore know its superior advantages. No intelligent farmer, who will reflect upon the subject, and follow the new mode a few years, will ever go back to the old way. I am aware that to farmers in some of the most agricultural districts, my suggestions may seem to be gratuitous, as they have already adopted the new mode."

A friend to whom I some years since recommended the system of grass cock curing, and who adopted it, in part, with a view of demonstrating—not its excellency, as he assured me, but the reverse—wrote me last season as follows:—

"I have now wholly fallen into your views, in reference to the superior economy of curing in 'grass cock.' I have tested the system pretty thoroughly, and am convinced of what indeed every one must be, who will reduce the method to the ordeal of experience; as I have, that hay, thus cured, is, in *many respects*, greatly superior to that made in the ordinary manner. Clover hay, in fact, can never be thoroughly 'made' in any other way. It may be *dried*, it is true; but it is no more entitled to the appellation of *hay*, than the dry, insipid, and innutritious *haulm* thrown from the threshing floor of the seed producer.

"In the first place, every leaf and head which becomes thoroughly 'made,' falls off in the process of handling, and is lost before arriving at the barn. By grass cock curing, I find that all the foliage is not only preserved, but its peculiar hue and aroma are also retained. Clover hay, thus cured, is always partaken of by cattle with great zest; it is nutritive, highly salutary in its action upon the animals' health; is never musty, and in the market is far more eagerly sought for, than the same description of crop when dried in the sun. My hay crop also, since the adoption of this system, has been obtained at a greatly diminished expenditure of strength and cash. I have made several estimates, as accurately as circumstances would permit, and am confidently assured that, by this method three hands, assisted by a horse rake, will accomplish the work of six. This great saving—one-half—is of importance to the farmer. So you see, you have succeeded in making one convert, from the ranks of those whose inveterate prejudices have so long wedded them to the shackles of error. Of this statement you may make such use as you see fit."

### TO PRESERVE EGGS.

Prepare a box or cask of a sufficient size to contain the eggs to be preserved. Let it be quite dry; spread a layer of *wood ashes* about two inches in depth over the bottom, and upon this place the eggs on their side, as many as the space will admit, but be careful that they do not touch one another. Then throw in more ashes and form another bed, and lay down the eggs as before. In this way the cask or box may be filled, and if set by in a dry cool place, the eggs will keep sweet all through the scarce season.

### IRISH STEW.

Take a pound of lean mutton (or meat that has previously been cooked will do), cut it in pieces, lay it at the bottom of a stew-pan with a very small piece of butter, and a cup full of gravy or rice-water; slice and peel six large onions, add them, with two pounds of potato, also sliced; season with pepper and salt, and let the whole boil gently for some hours, when a very agreeable dish will be produced.

Whatever thy hand findeth to do, do it with all thy might.

## The Province of New Brunswick

From the St. John New Brunswicker.  
THE SHIP HARBOURS OF NEW BRUNSWICK,

WITHIN THE GULF OF SAINT LAWRENCE.  
Concluded.

In our last, we briefly described the position and character of the several Ship Harbors of this Province on the Gulf Shore, near which it has been proposed to carry the line of the contemplated Trunk Railway from Halifax to Quebec. But there are two other Ship Harbors of some importance, at the North Eastern extremity of the Province, which we will now endeavor to describe.

**GREAT SHIPPIGAN HARBOR.**—This spacious harbor is formed between the Islands of Shippigan and Pocksoudie, and the main land. It comprises three large and commodious harbours. The first of these is the Great Inlet of Amacque, in Shippigan Island, the depth of water into which is from five to six fathoms; this inlet is spacious and exceedingly well sheltered. At Amacque, Messrs. Alexandre & Co., of Jersey, have their ship-yard, and principal establishment for conducting the fisheries on an extensive scale; here they annually load their fleet of well found and substantial vessels, for the Mediterranean and Brazilian markets, with thousands of quintals of cod, hake and haddock, of the best quality, admirably cured.

The second portion of Great Shippigan Harbor is the extensive and well sheltered sheet of water on its Western side, called St. Simon's Inlet. The channel leading into this Inlet is between Pocksoudie Inlet and the main land, it is one mile in width, with seven fathoms water from side to side. St. Simon's Inlet runs several miles into the main land, maintaining a good depth of water almost to its western extremity; altogether, it is one of the finest havens in New Brunswick.

The third portion of Great Shippigan is the middle channel between Shippigan Island and the main land, which is usually designated as "Shippigan Harbor." The ship entrance into this harbor is from the Bay of Chaleur, at its northern extremity. There is not less than five fathoms water on the bar at this entrance, after crossing which, there is six and seven fathoms in the channel, up to the usual loading place, in front of the steam saw mills of John H. Harding, Esq. The southern entrance to the harbor from the Gulf, is by Shippigan Gully, which is narrow, and will not safely admit vessels drawing more than seven feet water, that being the depth on the bar at low water. From the Gully to the ship anchorage, in front of the steam mills, the distance is about two miles, with three fathoms water in the channel throughout. Within the harbour of Shippigan there is good anchorage for vessels of the largest class, which can ride safely with every wind, and load in the strongest gale, there being neither swell nor surf.

This harbour is in latitude 47 deg. 45 min. longitude 64 deg. 43 min. west; variation of the compass 21 deg. 43 min. west. The rise and fall of the tide is about 7 feet. Since the establishment of steam saw mills at this harbor, in 1847, a number of large vessels have loaded there each year for Great Britain and Ireland, with timber and deals. Several of these vessels which have left in the autumn, with a strong south-west wind, have run through the Straits of Bellisle, between Newfoundland and Labrador, and thus made very short passages across the Atlantic. To those vessels which had to pass round the northern extremes of Ireland or Scotland, this has been found a very advantageous and speedy route.

Besides its facilities for carrying on ship-building and the timber trade, Shippigan harbor offers great advantages for prosecuting the fisheries on the largest scale. The fishing boats have the advantage of two entrances, by which they can enter or depart with any wind, and resort either to the fishing grounds

of the open Gulf, or those within the Bay of Chaleur, as best suits their interest or convenience. There is every facility for the boats reaching the shores to discharge their fares; and fish-flakes can be set up almost every where without inconvenience. The general dryness of the air on this coast, and the entire absence of fog within the Gulf, are peculiarly favorable to the drying and curing of fish in the best manner for distant voyages.

**LITTLE SHIPPIGAN HARBOR.**—This harbor lies between the Islands of Miscou and Shippigan, and is an exceedingly good one, being well sheltered, with safe anchorage in deep water.

The entrance to it, from the gulf, is by a narrow gully, (from the French *goulet*) in which there is only 8 feet at low water, and 12 feet at high water, in ordinary tides—this passage is only used by fishing-boats and small craft. The ship entrance is from the Bay of Chaleur; it is about half a mile in width, with eight fathoms at low water, which depth is maintained well into the harbor, where the channel becomes narrow, with perpendicular sides, but still very deep.

This excellent harbor is of great use and importance to the numerous fishing vessels frequenting the Gulf, and the Bay of Chaleur. It is much resorted to by American fishing vessels during heavy easterly storms; as many as ninety sail of these vessels have been observed at anchor, within its safe shelter, at one time. There is capital fishing of every description in close proximity to this harbor; and one of the best grounds for Mackerel fishing within the Gulf, is in the immediate vicinity of Little Shippigan. Whole fleets of American Mackerel schooners can be seen almost every fine day during the fishing season, making their fares with great rapidity, at very short distance from the land.

We here close for the present our brief description of the Ship Harbors of the Gulf; we trust we have said enough to attract public attention to their value and importance, and to give some general idea of the precise locality, and capacity, of each harbor. Hereafter we may give some statistical information with reference to the trade and shipping of these harbors, which far exceed anything generally supposed by those not acquainted with the extent of business on the Gulf shore of this Province.

Besides the Ship Harbors, there are also great numbers of smaller harbors, well adapted for schooners, shallops, and fishing crafts, on the Gulf Shore of New Brunswick, all more or less frequented, and calculated to add greatly to the trade and business of the country. On a future occasion we shall notice these smaller harbors, and endeavor to point out their various advantages, which cannot fail to exercise great influence, hereafter, upon a large and valuable portion of this Province, as yet but little known, and far from being sufficiently estimated, in proportion to its great extent, its vast commercial and agricultural resources, and its varied capabilities.

From the St. John Courier.  
To the Freeholders of the City and County of St. John.

Gentlemen,

You will ask why I have joined the present Government, when I opposed it last winter? I will tell you. I have not taken any place of profit or emolument, nor have I the promise, assurance, or expectation of any. I am not, therefore, a Candidate for your suffrages, but I am desirous of your approbation. I have believed for a long time that the true advancement of this Province will depend upon the introduction of Railways, and I believe a crisis has now arrived, when their immediate introduction will depend upon ourselves. Of the two lines proposed, I believe the European and North American line to be pre-eminently entitled to our support. Since the explanation given by Mr. Howe, at the public meeting in St. John, and during the progress of the negotiations with Canada,