

ON THE LAND

MARKET REPORTS.

At Burnside last week there was a large entry of fat cattle, 340 head being forward. The bulk of the yarding was composed of good quality cattle. Owing to some of the butchers having purchased outside, the supply was much in excess of requirements, and in consequence there was a very dragging sale. The market opened at prices fully 30s below the previous week's rates, but there was an appreciable improvement towards the latter end, when prices firmed, especially for good, prime heavy-weight bullocks. Medium and unfinished cattle were hard to quit, and for this class there was no competition, and several pens had to be turned out unsold. Extra prime heavy-weight bullocks to £17, prime £13 to £15, medium £10 to £11 10s, lighter sorts £8 10s to £9 10s, extra prime heifers to £10 10s, medium £6 10s to £8, lighter sorts from £5 upwards. Fat Sheep.—A fairly large yarding 2555 was penned. Fully 75 per cent. of the entry was made up of ewes of good quality, and these met with keen competition at prices about 1s per head in excess of late rates. Heavy-weight wethers were in short supply, but owing to some of the butchers having purchased outside the competition for heavy-weight sheep was not as good as was anticipated. However, they sold well at probably 1s 6d per head above the preceding week's parity. Extra prime heavy-weight wethers to 55s 9d, prime heavy-weight wethers from 48s to 52s, medium wethers from 40s to 44s, lighter kinds from 34s upwards, extra prime heavy-weight ewes to 40s 6d, prime heavy-weight ewes 35s to 37s, medium ewes 30s to 34s, lighter kinds from 24s upwards. Fat Lambs.—There was a good yarding forward, 1940 being penned. All exporters were operating, and late values were well maintained. Extra prime lambs to 44s 3d, prime 32s to 34s, medium 29s to 31s, lighter kinds from 27s 6d upwards. Pigs.—There was a small yarding of pigs. These sold fairly well at late rates. Five pounds six shillings was realised for extra prime fats.

At Addington last week the entries were smaller in all classes and there was an advance in values of both fat cattle and fat sheep. Fat Lambs.—There was a small yarding of 1430, and a sound demand at recent rates, 11½d to 11¼d for primest sorts. Extra prime lambs to 40s 4d, prime 34s 6d to 37s, medium 30s 6d to 34s, light 25s to 30s. Fat Sheep.—There was a smaller entry, comprising nine and a-half races. A hardening sale prevailed throughout, and there was an advance for good sheep of 2s per head on the previous week. Extra prime wethers to 50s, a few pens to 54s 6d, prime 42s to 47s, medium 37s to 41s, light 33s to 36s, extra prime ewes 43s 1d, prime ewes 34s to 38s, medium 29s to 33s 6d, light 25s to 28s 6d, aged 19s to 24s. Fat Cattle.—There was a smaller yarding than for some months, comprising 370 head, a proportion of the best quality being outstanding. Best beef sold at from 32s 6d to 35s, a few pens 36s, lighter from 28s to 31s. The values were up by fully 3s per head on the preceding week. Extra prime steers £16 to £17, special pens £18 15s, primo steers £12 to £15 10s, medium £9 15s to £11 15s, light £5 10s to £9 9s, good prime heifers £10 12s 6d, prime £6 10s to £8 15s, medium £4 to £6, extra prime cows £12 5s, prime £6 to £8 10s, medium £4 5s to £5 15s, old £2 15s to £4. Vealers.—There was a small entry and an improvement of 5s to 10s per head on the previous week. Runners £5 12s 6d, good vealers £2 17s 6d to £4, good calves 32s 6d to £2 12s 6d, small 7s 6d to 10s. Fat Pigs.—There was a small yarding and a keen sale, prices firming on the preceding week. Choppers £3 5s to £7, light baconers £4 to £4 15s, heavy £5 5s to £6, extra heavy £6 10s—average price per lb 7½d to 8½d; light porkers £2 to £2 15s; heavy £3 to £3 14s—average price per lb 8d to 9d.

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Concrete Culverts, Axecraft, etc.

(Contributed.)

Old corrugated iron tanks which have been discarded on account of their leaky condition make first-class substitutes for inside boxing for arched culverts of medium sizes—ranging from three to six feet wide. To illustrate the manner of using them, let us suppose we are about to put in a culvert on a bed of firm clay—the size of which measures 3ft 6in in width and 30in in height, and that we have at hand a suitable circular derelict old tank of the required width. Lay down the tank on one side. First find its centre at each end, then with a plumb rule strike a perpendicular line down the centre of both ends, taking care that the tank does not move when passing from one end to the other to strike the second line. From the tops and bottoms of both perpendicular lines next strike lines with a straight edge, along the sides of the tank. Next get an old handsaw, one fairly fine in the teeth, and saw the tank into two halves. The saw will do this job more expeditiously and correctly than other tools. Cut out one end of each half and place the two halves together, letting one, two, or three of the corrugations overlap at the ends from which the semicircular tops (or bottoms) have been removed, so that it can be correctly seen what length the braces are to be cut, and the exact position for them obtained; for it will be well to brace each half separately by running a 3in x 1in along the sawn edges of the tank to prevent them getting out of shape if it (the tank) has to be transported for some distance to the site of the intended culvert.

In this case I have presumed that at the commencement the tank was not more than 6ft long, and it was necessary to overlap the two halves to get sufficient length, for culverts intended for vehicular traffic should not be shorter than 10ft in length, at least. If a ten-foot tank were available of course no overlapping would be necessary.

HOW TO BUILD THE CULVERT.

The culvert-bed having been excavated we must now lay down or drive in a few blocks on which to rest the tank which serves for inside boxing. The blocks should nowhere project into the space destined for the concrete. They should be kept 9in above the bottom in this case, the required height of the culvert being 30 inches. (Our tank measured 3ft 6in in diameter so that its radius equals 21in.)

Any perishable wood will do for the blocks which will be no longer necessary when the concrete sets.

"Box in" the outer sides to enclose concrete for culvert, wings and wheelguards, for it is important that the whole mass should be joined together in a solid block. Allow about 14in from the edge of the side of the tank to the inside of the boxing of the sides, in order to give a good base. Eight inches will be thick enough for the concrete at the narrowest place in the sides.

Bring up the boxing to suit these measurements, the object being to diminish the width of the culvert at the top on economic lines so as to construct it with as little shingle, sand and cement as possible. The materials for making concrete are often costly when they are not close to the site, whereas earth can generally be got for filling in approaches at little more expense than that of excavating it.

(To be continued.)

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