

Steam Ploughing.

Among the Victorian farmers the steam-plough is coming into high favour, and no wonder; with the aid of this machine, they are getting land ploughed nine inches deep for fourteen shillings per acre. To those who have been taking off crops year after year without returning anything in the form of manure, every acre broken up by the steam-plough is equal to an acre of new land. The merits of a system which introduces such a noble mode of culture are not easily over-estimated. It at once does away with the great cause of failure in Australian cultivation—shallow culture, with its attendant evil consequence to the farmer whether the season brings him too little or too much moisture. The system upon which the work is done in Victoria appears equally applicable to large districts in Queensland. The Darling Downs, the Logan and Albert, the Mary, the Pine Rivers, and the district surrounding Brisbane, all offer inducements for the introduction of steam-ploughing machinery. The ploughs are owned by enterprising men, who move about the country, ploughing and harrowing for about the rate per acre mentioned.—*Corr. Queensland.*

The Drainage Act.

Mr. Molesworth's report takes in a large area of country. It comprises 370,000 acres fully surveyed, where drainage can be effected by gravitation. Of these, 48,000 are in Kent and Essex, 40,000 in Lambton, 14,800 in Perth, 13,200 in Bruce, 2,600 in Simcoe, 113,000 in Carleton and Russell, 100,000 in Wellington and Grey, and 38,000 in Middlesex. Then there is an additional area of which quantities have been given, that will increase the total to some 500,000 acres of unproductive swamps, which, as Mr. Molesworth observes, cause malaria and fever, and obstruct communication, divide townships, and retard the prosperity of the country.

It is proposed to drain this land by main and branch drains, leaving the side drainage from the lots to be done by the occupants, at a cost varying from 87 cents to \$1 50 per acre, by which it is assumed that an increase in value of the lands drained, to the amount of from \$4 to \$6 per acre, may be gained. Mr. Molesworth sets the whole cost of the works at \$500,000, of which he considers that \$250,000 could be expended in the ensuing year. There is, therefore, some authority for the supposition that the sum granted to the Government will be disposed of, and that no part of it will return next December to make its appearance in the new estimates as a re-vote, and thereby raise the wrath of the member for South Bruce. Even this, however, must depend somewhat upon the municipalities.

The counties in which it is proposed to proceed with drainage this ensuing year are Kent, Essex, Lambton, Huron, Perth, Middlesex, Bruce, Wellington, Grey, Simcoe, Victoria, Carleton and Russell, Stormont, Dundas and Glengary. The Elma swamp, in the county of Perth, contains an area of 14,800 acres, which may be drained by eighteen miles of drain at a cost of \$22,168; and the estimated increase in the value of the land is put down at \$53,800, or more than 140 per cent. over the cost. The Brook swamp, in the county of Lambton, covers an

area of nearly 30,000 acres, of which the main drainage may not exceed 13½ miles, at an estimated cost of \$20,399. But there would also be needed 22 miles of branch drains, which Mr. Molesworth thinks could be constructed at a cost of \$500 per mile, thus raising the total amount to \$35,399, or at the rate of \$1 10½ an acre. The value of the land in this swamp is \$3 per acre, and if drained it is considered that \$8 could be easily obtained. If that price were realized, there would be a return of \$142,000 upon an expenditure of \$41,399—a prospect that must be admitted to promise sufficient returns.

Without enumerating all the various swamps which go to make the total amount given above, we may note that the average cost of the works, as estimated by Mr. Molesworth, seems to be about \$1 30c to \$1 35c per acre; and if the estimated increase in the value of land ranges from \$4 to \$6, the average for the whole amount is probably something less than \$5. This leaves a very wide margin for profit; and unless it involves an error, which we have no right to contemplate, it indicates not only a better mode of investing the money of the Province, but also a more profitable one than that of merely hoarding it at a low rate of interest.

The large sum of money thus to be expended during the next twelve months, points to the necessity for a large increase of our population. It holds out an inducement to the labouring classes of Europe to come among us, and thus in a secondary manner increase our wealth and our power, while it prepares the way for the ultimate settlement of the same persons upon what may probably prove some of the finest agricultural lands in the Province. It is not too soon to make this known on the other side of the Atlantic, in anticipation of the spring-tide flow of emigration, and if duly taken advantage of there need be no doubt that the result will tend to a further liberal expenditure in future years upon works which are calculated to promote inter-communication in the country and develop its inherent resources.—*Builder.*

Buffalo Live Stock Market.

The following account of the large and growing business in live stock transacted in the city of Buffalo is abridged from an article in the *Buffalo Commercial Advertiser*. What has been done and is doing in Buffalo could with great advantage and profit be done here in Toronto. Extensive and comfortable cattle sheds, with convenient arrangements for feeding and watering the animals and securing good drainage, would draw to our city a vast traffic in live stock. The *Advertiser* says:—

We will venture to say that among our citizens but a fair proportion are fully aware of the importance which the live stock business has assumed in our midst, of the excellent accommodations afforded at our Live Stock Yards, or of the magnitude of daily transactions at that point.

Of late steps have been taken by certain prominent dealers, which go to indicate the appreciation entertained of the advantages presented at this centre.

The markets at Communipaw, N. J., and Pittsburgh, Pa., have been largely made by the heavy shipments to that point of live stock by Mr. John T. Alexander, of Jackson-

ville, Ill., via the Pennsylvania Central and Jersey Central Roads, who has regularly sent over the roads named between one hundred and one hundred and twenty cars per week. Associated with Mr. Alexander are Messrs. George D. Alexander, of Chicago, and William Fitch, of New York. It will be a source of pleasure to those who look for the advancement of business interests in this city to learn that the firm will hereafter ship *via* Buffalo to New York, and that Mr. Joseph Alexander will locate at this point and have the charge and superintendence of transactions in the purchase of stock for the firm named, who, we are informed, will undoubtedly buy largely, making in consequence the Buffalo market a most desirable one for western stock dealers to ship to. The senior member of the firm named is called "The Cattle King of Illinois," and is thus spoken of by the *Chicago Railway Review*:—"A plain, homespun, practical farmer is John T. Alexander, of Morgan county, Ill., who commenced with little capital, but now owns 30,000 acres of land, most of it improved, and all of good quality. He puts about 5,000 acres usually to corn, and cuts about 2,000 acres of grass yearly. He is now feeding about 10,000 head of cattle, and buys and ships east, from Chicago, from 1,000 to 2,000 head of cattle every week."

This growing trade has brought here during the past four years the following dealers, who are among the largest and most responsible in the business, and who now provide at this point for eastern markets: Messrs. Coon and Thompson, comprising B. C. Coon of this city, and W. Thompson, of New York; M. Lauterbach and M. J. English, representing S. Schuster, of New York; Yeoman and Warner, of Chicago, represented here by P. D. Yeoman; Otis & Moore, of Chicago, here represented by H. Rankin; H. D. Hough, of the firm of Strayhorn & Co., Chicago; Woods & Gillespie, the latter being the heaviest shipper on the Erie road; Hudson & Post, of Hudson city, represented here by D. Post, of this city; J. & D. Howell, of Chicago, and Livingston & Rosenthal, represented by H. S. Rosenthal; and many others. Mr. A. Morris, of Chicago, who is represented at this point by William B. McCarthy, of that city, ships on an average east *via* the Buffalo Yards, from seventy-five to one hundred cars per week.

We learn that the proprietor will immediately commence the enlargement of the Central Yards to the original extent—giving yardage for one hundred and fifty cars of cattle in addition to the present capacity, making a total accommodation for over six hundred cars. There will also be built two large sheep buildings, each 200 by 50 feet in dimensions, with all the modern improvements, including also a commodious office with additional scales and so forth. In all this the city may well take a proper pride.

GOOD SUFFOLK PIG.—A correspondent informs us that Mr. Joseph Sadler, of Kinsale, 6th concession of Pickering, has a boar pig, which weighed, when two months old, 85 lbs. The pig was sired by Mr. Jeffreys' Suffolk boar, which gained a first prize at the exhibition of 1869. The mother was an imported Suffolk sow.

The danger of eating diseased meat is alarmingly illustrated in a case reported from Leicester, where seven families, including twenty children, have been poisoned by eating "brawn" made of putrefied meat. Several of the sufferers were dangerously ill.