

rise to that elevated position so necessary for him to occupy, and which it should be his object to acquire.

INFORMATION FOR FARMERS ABOUT PLANK ROADS.

Scientific experiments have proved that the same power required to move one ton, in a common lumber waggon on a level earth road, will move the same waggon with a load of 4 and 1-3 tons, on a level wood surface.

One ton is the average practical load for a two horse team over a tolerably level common road, it follows then that the same team can with equal ease draw a load of 4 and 1-3 tons, on a properly graded plank road. Practical results have proved this to be true, because 4 tons now constitute the usual load for a two horse team on all plank roads, where the inequalities of the land's surface have been levelled to practical grades. Waggons however, to bear such increased weight, should be made some stronger than they are commonly made for ordinary use—but yet a common waggon will bear a much greater weight on a plank than on a common road, for the reason that the pressure is direct and uniform on a plank road, whereas on a common road, by reason of ruts and inequalities of surface, the waggon is subjected to severe trials by oblique and lateral strains. Both waggon and harness in constant use on a plank road by means of this steady action and diminished friction, will last longer than on ordinary public roads.

Suppose a farmer living some ten miles out of Detroit has 140 bushels of wheat to take to market, in his waggon, over common roads in the condition in which they generally are. He would not ordinarily carry more than 35 bushels at a load—the weight of which at 60 lbs the bushel is 2,100 lbs; one would occupy so much time that he could only make one trip a day, and then he would have to make four trips and consume four days in conveying his 140 bushels to market—but if he could travel on a plank road he could carry the whole 140 bushels at one load; the weight of the whole at 60 lbs. the bushel is 4 tons and 400 lbs. How then does the account stand? Four trips over a common road will cost as follows: 4 days for himself and team at \$1.50 a day, \$6 00

One trip over a plank road, in one day is \$1.50.

Toll both ways at 2 cents per mile is \$1.90.

Difference in favour of plank road is \$4 10.

The first impression is very strong against being taxed for travelling to market and great hostility is naturally felt against the conversion of a free into a toll road, but this arises from not understanding the advantages of a Plank Road.

The above calculation shows that the payment of the 40 cents for toll is not in fact a tax out of pocket but the cost of a privilege by which \$4 10 are saved. Money saved, is money made—and in the case above stated, the farmer takes 40 cents out of his pocket and puts \$4 50 in the place of it.

In the above calculation no notice is taken of the cost of strengthening the waggon because such cost is more than made up by the saving in blacksmiths and other mechanics' bills for repairing damages which continually accrue on common roads and in

the greater duration of waggon and harness.—[Commercial Bulletin.

DRAINING low lands will contribute to promote health and profit. Generally speaking, our wet and marshy lands are the richest in organic matters, and become the most profitable to the owner, when thoroughly drained.—[Buel.

FACTS FOR AGRICULTURISTS.—The exports of broadstuffs from the United States, Sept. 1 to Jan. 1, 1849, as compared with the same period ending Jan. 1, 1848, are as follows:

	Flour, bbls.	Meal, bbls.	Wheat, bu.	Corn, bu.
1848,	95,767	52,715	18,004	606,301
1849,	638,994	45,193	854,005	5,078,712
Increase,	543,227		836,001	4,472,411

COUGH IN HORSES.—In all disorders accompanied by a cough, the true cause should be ascertained. Sometimes the cough is only a consequence of a chronic or seated disease, as is the case in heaves, &c. At other times it is symptomatic of recent inflammation of the mucuous membranes of the head and glands about the throat. We have found salt, given freely, together with an occasional dose of saltpetre, to be an excellent remedy in cases where a horse has had the horse-ail. and the cough holds on after the original disease seems to have gone. For a dry, husky cough, not attended with the heaves, green or laxative food, such as roots, or mashes of scalded bran, in which is put the pulverized root of elecampane and lavage, has been found beneficial. If there should be found indications of heaves, put a spoonful of ginger, once per day, in his provender, and allow him to drink freely of lime water. Horses that are kept on musty hay will very soon begin to cough. The best remedy for musty hay cough is, to change the diet to good, sweet clover.—[Maine Farmer.

CLIPPING HORSES.—Observing a paragraph relative to clipping horses, I beg to state that I have lately been informed that the process injures the constitution of the horse in the long run, causing the animal to wear out sooner, notwithstanding every care may have been taken with him at the time of the operation and subsequently; although it is conceded that at the time of clipping, the horse is thereby enabled to perform his work more easily, and also thrives better.—[Agricultural Gazette.

CHOKED CATTLE.—Remedy.—Take any kind of tube, say an elder or quill, and fill it with gun-powder. Open the mouth, hold out the tongue, put the tube as far down as convenient, and blow the powder from the tube into the throat. It will relax the pipe and suffer the obstruction to pass on. Try it. D.S. BUFFINGTON. Hinmanville, March, 1849.

PLOWING BY STEAM.—A steam plow has been tried on a farm near Stratford, in England, by stationary engines at the extremities of the field, and the experiment is said to have been satisfactory. The engine is ten feet by six in bulk, portable with a pair of horses, and may be used for plowing, threshing, or for any purpose where power of the kind is required.