

WHEAT CULTURE.—FACTS AND INFERENCES.

In 1850 the wheat crop of Maine was less than in 1840 by more than 500,000 bushels—that of New Hampshire was less by more than 220,000 bushels—of Massachusetts by 120,000 bushels—of Connecticut it was less by more than one-half, being 87,000 in 1840, and only 41,000 in 1850. In Rhode Island it dwindled from 3,000 bushels in 1840, to 49 in 1850. In Vermont alone, of all the New England States, it was greater in 1850 than in 1840, being in 1840, 495,000 bushels, and 1850, 535,000—an increase of 40,000 bushels. The whole wheat crop of New England, Vermont included, was less in 1850 than 1840 by more than 720,000 bushels—or a diminution of more than one-third in a single decade. Ohio raised less wheat in 1850 than in 1840 by more than 2,000,000 bushels. Yet the three States, New York, Pennsylvania and Ohio, raised *more* wheat in 1850 than in 1840 by nearly 1,000,000 bushels. Kentucky raised less wheat in 1850 than in 1840 by more than 2,500,000 bushels. Virginia, on the other hand, and Maryland and Arkansas, and all the newer Western and North-Western States and Territories, grew so much more wheat in 1850 than in 1840, that during these ten years the annual aggregate wheat crop of the United States was increased from 84,000,000 to 100,000,000 bushels—an advance of nearly 20 per cent.

The inferences we draw from these facts we proceed to state in a few words. They are abundantly confirmed by experience:

1. In the older States the wheat culture is, on the whole, greatly on the decline. Climate in the North-Eastern States, and careless culture, with a general disregard of the demands of the soil, almost everywhere, are among the most active causes of this decline.

2. In all the newest States the wheat crop is greatly, for the present, on the increase. The reasons for this fact will be obvious, when it is remembered that the virgin soil of the new country is still rich, and that large tracts of lands are still annually cleared or broken up and brought under cultivation.

3. In the Middle States, where a favourable soil has been supported by careful culture and suitable manures, the wheat crop has "held its own," quite well.

We hope these facts will not fail to impress their obvious lesson on the farmers of our new Western States. The example of Great Britain proves that old lands, if properly managed, may continue to grow abundant crops of this most coveted of all the cereals.—*R. N. Yorker.*

WROUGHT IRON CARS.

There is now nearly completed in Patterson, N. J., a first-class passenger car, a little larger than the ordinary size, constructed almost entirely of wrought iron. This material is employed to obtain great strength, with less weight than usual, and to avoid the injuries to passengers due to the destruction of ordinary cars in any kind of a smash. The experiment, which is being conducted on a most liberal scale, and with a view to establish conclusively the practical superiority of this system, is made at the expense of Mr. E. W. Sargent, a merchant of New York, under the patent of Dr. B. J. LaMothe. The frame-work is in effect an extremely strong and stiff, yet elastic, basket, each joint or intersection being strengthened by rivets, and the whole being further protected by making the entire platform at each end one strong spring of steel. If the construction runs off the track, falls down a precipice, or comes into collision with another in such manner that the springs at the ends cannot absorb the shock, the car itself will spring, collapse, twist or crumple up, but cannot break and crush its contents with the fragments. One of the great dangers in collision, &c., arises from the disposition of ordinary cars to penetrate each other with their timbers, or to shut together like the parts of a telescope, and another arises from the facility with which the tops and sides, the seats, &c., separate from the more substantial floors, and are precipitated forward with the passengers. Neither of these, nor many other minor evils, could arise from any violence to this style of car, which is also much lighter than the wooden ones, and thus will absorb far less power in hauling it. The car is constructed entirely of strips, so connected as to be practically without joints. We hope to see this car perfectly successful in practice, and that it may revolutionize the mode of constructing these important carriers of human freight. The principle is beyond doubt an excellent one.—*Sci. American.*