

ther be mild. When it has sprouted a little more turn it over again, and so on till the sprouts are a good quarter inch in length. The malt should then be spread very thin, to dry in the air or upon a kiln.

Experience will soon tell that potatoes thus prepared will enable animals to extract more nourishment than from the same quantity of raw or boiled potatoes. The prepared potato mass is usually given, with chopped straw, to cows, oxen, and sheep, and is eagerly devoured by them; and it has been ascertained that a mass of 12½ lbs. of potatoes, ¾ lb. malt, with 4 lbs. of chopped straw, and 4 lbs. of hay, are equal to nourish a little Norway cow fully as well as 20 lbs. of hay alone.

This method of preparing potatoes was contrived by a man in Norway about ten years ago. It was recommended to the farmers by the Norway Agricultural Society, and has been much used by the more enterprising farmers. The Royal Agricultural Society, at Copenhagen, has also recommended the method most earnestly; and, at its request, Professor G. Forchhammer has examined the composition chemically; and he states, among other things, that 200 lbs. of potatoes, with 12 lbs. of malt, gave him 65 lbs. of very thick sweet syrup, though the experiment was made in the spring; but that 12½ lbs. of potatoes, ¾ lb. of malt, 4 lbs. of straw, 4 lbs. of hay, do not contain so much nitrogen as 20 lbs. of hay. The milk from the mass will give little cheese, but much better; little flesh, but much fat. He therefore recommended to add 2 lbs. of oilcake, when the food will be equal to 24 lbs. of hay; and he concludes thus, on the 16th June, 1842:—"Considering that this operation can be executed by every farmer, with apparatus he is mostly in possession of, I regard it to be of the highest importance to extend this method of preparing a nourishing food for cattle, at so low a price as this, as it will essentially contribute to the welfare of the farmers."

Many reports from different persons in this country and in Denmark have since been published, and they have stated that one quarter of prepared potatoes are equal to two of raw or of boiled, and it is highly recommended by all. One reporter says, "I have given my thirty-six milch cows each 12½ lbs. of potatoes, ¾ lbs. of malt, 10 lbs. of cut barley and oat straw, and 4 lb. of straw, with no hay from the middle of December till spring, and they have done uncommonly well. For fattening swine and sheep nothing can be cheaper."

When the method of preparing potatoes in the manner described has been approved of in Norway, where potatoes are dear compared with hay, and where cows can be kept, and oxen and sheep fattened in the summer on the mountains for almost nothing, and where flesh, therefore, is low in price, and seldom worth more than 1½ d. or 2d. per lb., I consider it will pay better in Scotland and in England, and, as far as I am able to judge, it will be of considerable service to the United Kingdom, and it will come into general use if it were only tried; for I am persuaded that the farmer who has fed his cattle for only one month with potatoes thus prepared will never

leave it off. *When the turnips are consumed the potatoes are still in store;* and these, thus prepared, will be the means of saving numbers of cargoes of oil cakes.—*Journal of the Highland and Agricultural Society.*

HIGHWAYS OF THE OCEAN.

An article in *Chamber's Edinburgh Journal*, entitled "Steam round the Cape," contains the following explanatory remarks:—

"Persons who do not pay special attention to nautical matters, are likely enough to suppose that, considering the large number of vessels at sea, the surface of the ocean must be dotted over, almost in every part, with the sails of the countless fleet. This, however, is not the case; the ocean, like the land has its frequent highways, and its wide regions of loneliness. If an observer, furnished with a forty-Herschell-telescope power of vision, could be elevated to a height great enough to give him a view of the great Atlantic, he would be struck by beholding hundreds of vessels following each other on certain lines, along a very irregular course, while over a large portion of the surface not a sail would be visible.

"Thus, he would see the ships which leave this country for the Cape or India, pursue at first a south-westerly course until they reach the neighborhood of Madeira, then keep more directly to the south, at a safe distance from the African coast, until they cross the line; then stretch away again to the south-west, in the direction of south America, till they gain the zone of westerly winds; and finally making a rather short turn into these winds go bowling along before them to the eastward, till they arrive at the Cape, or else, if so directed, pass to the southward of it. On the return voyage, a similar circuitous route is pursued, although the courses to some extent are reversed, the widest circuit or deviation from the direct line being made in the northern instead of the southern hemisphere.

"In the extensive space on either side of these frequented routes, few vessels will be seen.—Here and there an African trader might occasionally be perceived, dodging from port to port, or a slaver, scudding swiftly across the ocean with a royal cruiser following steadily in her track, like a bloodhound, in pursuit."

The writer proceeds to remark, that steam vessels possess an advantage over sailing ships, in being able to strike out a new and direct route for themselves.

CURING MEAT.

For round of beef or legs of mutton for hanging, mix 1½ lb. of salt, ½ oz. of powdered saltpetre, or 1 lb. of salt, ½ lb. of sugar, ½ oz. of powdered saltpetre, rub in and sprinkle on either of the above, mixtures in proportion to the quantity given to 14 lbs. of meat. The meat should be kept in an earthenware pan or a deep wooden tray, and turned twice a week during three or four weeks, when the round of beef should be tightly bound with a coarse linen tape, and hung in a kitchen in which a fire is constantly kept for three weeks. The weight lost will be from