

## ROAD MAKING.

TO THE EDITOR OF THE EXAMINER.

In your number of the 22nd inst., I notice a communication under the signature of a "Subscriber," on the subject of Road making, whose principal object apparently is, to call public attention to the praiseworthy enterprise, and efforts of a company for constructing a Plank Road, (some where West of Toronto,) from the Peacock Inn, to the Albion Road. Now while I have not the slightest disposition to detract a single iota from all the commendation that your correspondent has passed on the beautiful country in the neighbourhood of Weston, and no doubt, the road in question, will be of vast importance to the whole surrounding country, (either directly, or indirectly,) I may be permitted to correct an error, he has no doubt unintentionally fallen into, and while on the subject venture a passing remark on another section of the country viz, the Township of WHITBY, which I verily believe can suffer nothing, nor need fear a comparison with any other Township or part of British North America in reference to its natural advantages, in *Harbours, Water-power, Soil, Climate, Intelligence, Wealth, Industry, Production, Exports and Imports*, and which in my humble opinion will, in a very short time be the *crack* Township of Canada. Say in less than ten years.

The error to which I refer, is, where he remarks "it, (meaning the Peacock Plank Road) will also set a good example, the first of the kind in the Province." Now if there is any merit in setting the first example of the kind, unfortunately correspondent's favourite spot is shorn of that honour, and fortunately for my favourite, the mantle falls gently on WHITBY. More than three years ago, a company of spirited individuals, were chartered and organized, who have raised by shares of £6 5s 0d. each, (not by Government loans, never to be repaid, but by bona fide instalments,) and expended in constructing a plank road 16 feet wide, from *Perry's corners* on the York road, to that safe and well known Harbour *Windsor Bay*, and in erecting a large, and commodious wharf and warehouse, (which I have no hesitation in asserting to be equal, if not superior to any in the Province,) costing upwards of £3000 and which has been for more than two years in successful operation, yielding to the enterprising stockholders a dividend of 12 per cent.

Thus it may be observed, that while your Correspondent in a most praiseworthy manner, passed down his name for £10, to the Peacock Road, without regard to a return in the shape of present or remote, direct dividends (an example I am sorry to see so seldom followed by those who have the means, and ought to be foremost, but who exhibit censurable indifference, and apathy in such matters,) here the subscribers to the Windsor Road Company are again on the vantage ground, they are not only entitled to the merit of being the first, but of exercising a happy and sound judgment in selecting a locality for operation, which is amply proved by the dividends above mentioned. Now although I must express my predilection in favour of first making improvements in those localities where the tolls would yield a fair return for the outlay,—I am not one of those who deny that a case may not arise, where improvements may be made, extending vast advantages to the whole surrounding country (in an indirect way,) far exceeding the expense of constructing, and yet the tolls fall short of reimbursing. What I mean is, that if only one improvement is to be undertaken, and two localities present themselves for choice, I would invariably choose the one most likely to yield an immediate and direct return, for I hold it to be self-evident that in all cases (in road improvements) that the indirect return or advantage to the country, is in exact proportion to the direct receipts or returns.

Now in contemplating the vast and fertile country in the interior for which *Whitby* is the natural outlet and inlet, it is impossible to form any idea of what will be the business or profit of the Windsor Road Company, in a few years to come, if the dividends in 1843 over 12 per cent what will they

be in 1853—it is to be recollected that *Whitby* as well as the back Townships, are only in their infancy, it is not over ten or twelve years ago, that very little was known of *Whitby*, back of the main or York road, at which time one small vessel was capable of carrying all its exports at one cargo, while a return (taken by the Collector of Customs at this port) now before me for 1843, set down the value at £14,746 10s 4d. and which from my own knowledge is far short of the whole amount. The return only gives what was shipped from regular warehouses, and even in this, it has omitted altogether the article of grass-seed, value say, £500—and it is well known that great quantities of Potatoes, Oats and Lumber is shipped from the shores outside the Harbour and Warehouses, and corn and wheat, therefore I conclude if the amount had been set down in round numbers at £50,000 it would have been much nearer the mark. It is hardly possible for the mind to imagine what the exports may in a very short time swell to. If, during the 10 or 12 years passed, it has made such rapid strides while in comparative weakness what with its present intelligence, wealth, strength and developments, it will do in the next ten or 12 years, is beyond conception.

It is to be remembered, that in addition to its natural advantages above enumerated, that (fortunately) several years ago the Hon. H. H. Kitaly, whose quick and discerning perception of practical fields and localities for improvements, happened to pass through the Township of *Whitby* and back country, and with one glance saw the importance of connecting by a portage road, of only 18 miles distance, *Windsor Bay* to the navigable waters of *Lake Scugog*, and other navigable Lakes connected therewith, extending from 80 to 100 miles through a most picturesque, healthy and fertile country. He also observed that a most eligible line of road could be got branching from the said portage road into the fifth concession of *Reach*, through the centre of that Township, and the Township of *Brock, Thoro, and Mars*, to the narrows of *Lake Simcoe* (where a bridge is now building, under the direction of the Board of Works,) and from thence through *Orillia, Midonta, and Tay*, to the navigable waters of *Lake Huron*, in *Gloucester Bay*, from 30 to 40 miles shorter than any other route, between the lakes, now all those objects are in the course of realization, the works at *Windsor Harbour* are in a state of forwardness, under the direction of the Board of Works (happily presided over) by the Hon. projector of those vast and useful improvements which, when completed, (will all things considered) be the best on the Northern shores of the great Lakes.

The Lock at *Purdy's Mill* in *Ops* is completed, which perfects the backwater navigation. The 18 miles portage road is under contract and commenced, and is to be completed by the first of November. (The plank is on the ground,) and no doubt the above mentioned branch from the 5th Concession of *Reach* to *Gloucester Bay*, will, in the course of another year, (if not so made as to warrant putting up Toll Gates,) will be opened and so improved as to be a good ordinary road for all practical purposes for some years, and until the country becomes more densely settled (building the bridge at the narrows shows that so much will be done at any rate immediately, and is a sufficient guarantee that the branch road is in contemplation.)

The above description, or rather facts, are the data on which I predict what will be the future prospects, and vast importance of *Whitby*, and *Windsor Harbour*, and a very short time will show that the picture is not overdrawn, and that even more will be realized than it is possible now to imagine.

When I commenced this scrawl, it was my intention to throw out some ideas that have occurred to me in regard to the cheapest and best mode of constructing plank roads, but I fear the present length of this article, will exclude its insertion, and therefore dare not extend it, if however this finds a favourable reception I will resume the subject at some future period.

I am, yours &amp;c.,

WHITBY.

P. S. The *Cultivator, Banner, and Globe* will confer a favour by copying, and other prints will do no more than an act of justice to *Whitby*, by doing the same, particularly those who give "a Subscriber" an Insertion.

Whitby, 27th May, 1844.

*Scours in Calves.*—Lovett Peters, Esq., in a communication in the *New England Farmer*, says he has tried most of the remedies recommended for this disease, but has found the following to succeed better than any other. "It is a half pint of cider, and as much blood, taken from the calf's neck, shook well together, and given it with a bottle."

## CONTROLLING THE HORSE.

The study of the temper, disposition, and controlling motives of the horse or the stork, is akin to that of mental philosophy, and when properly understood, assists in the training of animals, as it does in the education of children and youth. A man once owned a fine family horse who had every desirable quality, except that he would take freight and run at the sight or noise of a drum. This rendered him unsafe; but the owner loth to part with him, endeavoured to break him of this infirmity. For this purpose, he hired a celebrated rider, who mounted him well armed with spurs and whip, while another was employed to beat a drum. The horse as usual was unmanageable, and the rider rolled his sides with his spurs, and plied the lash most unsparingly. But it was all in vain, all rendered the animal more ferocious, until he became frantic with fear; the owner abandoned the hope of ever rendering him a safe family horse, and sold him at a reduced price. The purchaser, however, proved himself more of a philosopher. He procured a large drum placed it on end, and covered the top with oats. He then led the horse towards it. The animal, at first, snorted and whined around with great fury, but by gentle approaches he was at last brought so near, as to snuff the oats. He then cautiously advanced often retreating, but finally became bold enough to nibble a little; and after many sufferings and whirlings he eat the whole. The next day the process was repeated with comparatively little trouble; and it was renewed from day to day until the horse grew fond of a drum, and would run towards it whenever he heard it beat.—*Pro. Olmstead.*

## A CHEAP PAINT.

Take one bushel of unslacked lime and slack it with cold water; when slackened, add to it 20lbs of Spanish whiting, 17lbs of salt, and 12 lbs of sugar. Strain this mixture through a wire sieve, and it will be fit for use after reducing with cold water. This is intended for the outside of buildings, or where it is exposed to the weather. In order to give a good colour, three coats are necessary on brick and two on wood. It may be laid on with a brush similar to whitewash. Each coat must have sufficient time to dry before the next is applied.

For painting inside walls, take as before, 1 bushel of unslacked lime, 3lbs of sugar, 5 lbs salt, and prepare as above, and apply with a brush.

I have used it on brick, and find it well calculated to preserve them—it is far preferable to oil paint. I have also used it