

raised west of the Mississippi. Kansas, Nebraska, Colorado, Iowa, and Missouri, have taken the business from Ohio, Indiana, and Illinois, and many farmers in the latter States are turning their attention to raising sheep and hogs as more profitable. Chicago is the great cattle depot of the country, and handles about 30,000 head a week, while New York's average was, last year, 13,018. But Chicago is a distributing point, while New York is a market. New York eats most of the live stock she receives, while Chicago has much more than she can masticate, and so sends it away.

Live stock usually stop over several hours in Chicago, and are again unloaded, watered, and fed at Pittsburgh, or some other point on the way to New York. The trains arrive at Jersey City at all hours of the night. The cars are opened or "slatted," and the animals are found to ride best put in loose with no stalls. Extra floors are put in for sheep and hogs. The car holds fifteen to nineteen native bullocks, or twenty to twenty-five Texans. The arrivals are nearly a hundred and fifty cars daily.

At daylight the sale begins and lasts till about 12 o'clock. The buyers are wholesale slaughterers and shippers. These glance through the yard, look at the bulletins of animals, and then begin to bargain for some lot of cattle which has struck their fancy. If the supply is small, however, they will not bargain long, for fear a rival may step in and "leave them in the cold." There are three market days at the cattle yards—Monday, Wednesday and Friday—Monday being the principal one. At one time Sunday was the principal one for selling cattle. When a slaughterer has selected his cattle they are driven up to the scales, on which about forty can be weighed at once.

A well-fatted native steer will weigh from 1,200 to 1,500 pounds, occasionally they go as high 2,500 pounds. The dealers in New York have a curious way of selling bullocks, which is different from any other market, and as unique in its way as the tenaciousness with which the New York potato dealers cling to the "York shilling" in their business. A bullock is sold at its dress weight before it is dressed—that is, a lean animal would be estimated to dress fifty-three to fifty-five pounds a hundred, a good one fifty-six to fifty-nine, and fancy ones sixty to sixty-two pounds. Thus, for every hundred pounds of live weight the price per pound of dressed beef is charged on the number of pounds the animal is estimated to dress a hundred.

The Jersey City Stock Yards are owned by the Central Stock and Transit Company, and they are a heavy-paying investment. The charge for every head of cattle coming to the yard is 45 cents, called "yardage," and this pays for very little more accommodations than a railroad company usually furnishes for nothing in the shape of depots. The company also charges \$2.50 per hundred for hay, an outrageous price, but one which the cattle men are compelled to pay. The charges are about as heavy at the other principal market of this city, the Sixtieth-street yards, the two being virtually under the same management. The Sixtieth-street yards accommodate particularly the stock coming over the New York Central and Erie Railroads, and nearly as many cattle arrive there as at the Jersey City yards. The method of handling and selling is the same.

The hog yards for the New York Central Railroad are situated at Fortieth street and Eleventh Avenue, where about 10,000 hogs are now arriving and being slaughtered every week. New pens for the brutes are building, which will lessen the inevitable smell from the swine. They are shipped mainly from Chicago, which now far eclipses Cincinnati in its hog traffic, and which handles from 100,000 a week in Summer to 50,000 and 60,000 a day in Winter.

The supply of sheep is divided about equally between Jersey City and Sixtieth Street. They are shipped largely from Ohio, Indiana, and New York. Lambs now are arriving mainly from Kentucky and Virginia, and they later will come from New York State and Canada. The stock yards around New York have changed a great deal in the past few years, the old ones at Communipaw, Weehawken, and other points being discontinued, until they have narrowed down to three large yards, one of which—Fortieth street—is solely for swine.

The Polytechnic, in Regent-st., London, will have been closed by this, and the institution where science was combined with amusement will cease to exist unless some enterprising caterer takes it in hand. The Polytechnic was founded in 1831 for the exhibition of novelties in the arts and practical science, especially in connection with agriculture, manufactures, and other branches of industry. The buildings were enlarged in 1848. The closing of the establishment will be a decided loss to popular science.

ON THE SUBSTITUTION OF OLEOMARGARINE FOR BUTTER.

Professor Riche has read an article before the *Academy of Medicine* an official report of the commission appointed by the Minister of the Interior, to give an opinion as to the propriety of substituting oleomargarine for butter in the asylums for the insane, from which the following conclusions are drawn :

1st. It appears from three years' experience at St. Anne, at Vaulcluse, and at Ville Evrard, that the employees and some patients could not endure this alteration in the usual fare.

2d. The alimentation, and therefore the preservation in health of extra sensitive and very delicate patients, would be unfavorably affected. In any case it would be a serious change in the regimen of those whose constitutions were already worn out.

3d. Oleomargarine is a manufactured product and so open to fraud ; it is well known that vegetable oils are used. Moreover, experience shows that some time is required for a stomach accustomed to food cooked in fat to become habituated to that dressed in oil ; and physiological researches prove that vegetable oils are less easily digested than animal fat.

4th. Fatty substances are only absorbed into the system in the state of emulsion. Chemical practice and culinary experience having shown that oleomargarine does not emulsionize so readily as butter, and that the emulsion of the former is not as stable as that of the latter, it is reasonable to conclude that oleomargarine is not so easily assimilated as butter.

It was therefore proposed that the commission should reply to the Minister that the *Académie* considered the proposed substitution inexpedient ; and this proposition being put to vote, was unanimously approved.—*Moniteur de la Pharmacie*.

THE SCOVILLE CREAMER.

The question of cream and butter is of great importance to the farmers and dairy men, and just how to obtain the most and best quality of cream from the least amount of milk has been the source of many experiments by them.

Our engravings show a device lately patented by Mr. H. B. Scoville, of Cortland, Ohio, who has made it a study how to solve the problem in a simple and common sense manner. Fig. 1 shows the cabinet which is designed to be set above ground, Fig. 2 the form of pail used, and Fig. 3 the cabinet which is set in the ground, as shown by dotted lines.

This cabinet is made of oak, ash, pine or any suitable lumber. It is lined with galvanized iron, has pipes for receiving and discharging water, and is a most durable and convenient arrangement. The pail is made of one sheet of tin only, consequently has but one seam which is so arranged that it protects the pail from bruising while being emptied. The cover is made of heavy pressed tin, exactly of a size to fit the top of the pail so as to exclude the air. The bail is provided with cams by which the cover is locked and held firmly to its place, or removed by simply reversing the bail. The bottom is made concave, and will never need replacing. It is provided with a 6-inch gauge, plainly stamped in inch, $\frac{1}{2}$ and $\frac{3}{4}$ inches, which shows precisely the amount of cream raised ; also meets the wants of those who buy or sell cream, as is now carried on in many places where creameries are established. The pail is made of a size the most practical and convenient for handling and cooling rapidly, obviating the necessity of using pipes, tubes, rubber attachment, etc., which are the drawbacks of many cans now in use. There is practically nothing to get out of order.

The creamer pail combines the advantages of deep setting, rapid cooling and convenience in handling. Cream is raised in from twelve to twenty-four hours, according to the temperature of the water.

The milk is protected from impurities of the atmosphere which so quickly taint cream, from which good butter can not be made ; from souring of milk by thunder storms ; from flies, insects, dust or dirt of any kind ; from all bad odors ; thus preserving the milk and cream clean and sweet until all of its benefits are derived, which in hot weather are double those obtained by the open pan system.

It is adapted to the wants of all—large dairies or small—from those who keep but one cow to those running a creamery. It overcomes the disadvantages of other creamers by its construction. It may be set in the ground at the well or spring, the pail being convenient to set in and out and carry away to empty when skimmed as compared with cans.

A very small space only is required, compared to the open pan system, and no expensive milk room necessary.