

tons of as fine hay as a person could wish for. The lot was what is termed Lake land, of a clayey soil. If we had sown the smaller kind instead, we would probably have got about 3 tons. The greatest objection which farmers have to this clover, is its aptness to grow too large, and then fall before fit to cut. This I think can be remedied by increasing the quantity of seed; it will then grow thick on the ground, and will not grow so tall, and therefore will not be so apt to fall. Our stock eat it very readily. To my mind it would be just the thing to raise for the purpose of plowing under."

I notice an inquiry about Peavine clover by J. A. Lawton. I am of opinion that it is the variety known here as the German clover. It is sown largely in this county on the thin lands, with timothy. It is too large a growth for our limestone lands, and it grows too long and falls down, and is very hard to mow, but it produces double the quantity of hay. Long and rough as it is, it is eaten clean by cattle and horses, and is easily cured, as it is made after grain cutting; and for pasture exceeds the smaller variety, as cattle will graze on it when loose, where both kinds are sown in the same field. The seed can be had at our warehouses. If any of my brother farmers wish I will attend to having it forwarded to them if application be made soon. W. H. WOODBURN, *Newville, Cumberland Co., Pa.*

BITUMENIZED PAPER TUBING.—An experiment was recently made under the Great Clock Tower, Westminster, for trying the strength, by hydraulic pressure, of a new description of tubing, composed of bitumenized paper, invented by M. Jaboureau of Paris. M. Jaboureau is a contractor for paving Paris, and other towns in France, with bituminous concrete. It happened in the course of his experiments, that some paper which had been coated with bitumen, was laid aside in a coiled form, and after some time it became very stiff and solid. Pursuing the idea which thus accidentally occurred to him, M. Jaboureau put several layers of bitumenized paper round a cylinder, and submitting them to internal pressure, he found that a tube a quarter of an inch in thickness was capable of resisting a pressure of 250lbs. to the square inch. The Municipal authorities of Paris tried these tubes for the conveyance of gas, and on the recent experiments made here a piece of tube was produced which, though stated to have been underground in Paris as a gas pipe for twelve months, had the appearance of being a new pipe. The tubes subjected to the pressure of the hydraulic pump, bore a strain of 250lbs. to the square inch without bursting, which is more than they would ever be called on to bear in ordinary use. One of the tubes, half an inch thick, and with a bore of two inches, was also tested by weight, and it only gave way to a pressure of 42lbs., the bearings being three feet apart. It was stated that the tubes might be submitted to a temperature of 160 degrees Fahrenheit without any deterioration of the material. The cost of the tubing is said to be less than half that of the ordinary iron piping. Messrs. Paul Joske and Alexander Young are the patentees in this country, (*England.*)

ARAB HORSES.—Grey of various shades, bay, chesnut and Brown, are the ordinary, and it may almost be said the only colors of the Arab horse. The commonest of all colors is one which I recollect as being very frequent amongst the Arabs met with in India, a dark, uniform nutmeg grey. Light grey, verging upon white, is neither rare nor peculiar to old horses. Next to grey in frequency come bay and chesnut, both fine and rich in quality, and the latter so prized above all other colors by the Arabs that they have a saying that, if you ever hear of a horse performing any remarkable feat, you will be sure to find, on enquiry, that he is a chesnut. Browns are not unfrequent; and in my regis-