

bushel over 25, is nearly so much clear profit. The estimate of expense must not, however, be considered as applicable to a single acre only, but as an average of expenses on an ordinary farm where ten acres or more of wheat are raised; and very many farmers, it must be admitted, fail to get anything like a yield of twenty-five bushels per acre, and of course will find a loss resulting from their inferior system of culture.

The beet sugar manufactory at Fond du Lac, Wis., is, according to the *Western Rural*, an entire success, and they are now in shape to turn out 1,000 pounds of superior sugar per day. The product of this factory is already in the market, and is highly spoken of.

It is said that in many parts of Wisconsin scarcely any varieties of grape vines will survive the winter, even when buried in the soil, except the Concord and the Delaware. A liberal mulching saves the vines of these varieties.

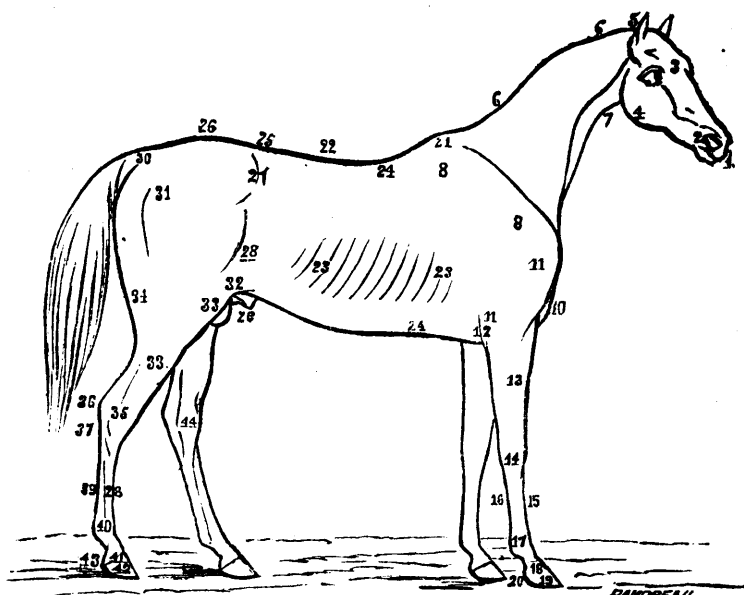
In several parts of Germany and France, last year, the grapes were gathered while the ground was covered with snow. On the first of November, the white grapes in the vine yards on the Lower Moselle had not been gathered, and some inches of snow lay on the ground.

A man in Key West, Florida, sold his crop of pineapples last year for \$7,000. This crop was gathered from less than an acre and a half of ground. He has 250,000 plants which will be in bearing this year, and these cover less than seven acres of ground, and if sold at the same rate as last year's crop, the fruit will net him \$60,000.

AXLETREES.—We have frequently been asked our opinion upon the different axletrees in use. For buggies and carriages: a good wrought iron axletree, so constructed that the greatest possible amount of strength can be obtained with the least possible amount of weight, is best. For light and heavy waggons, the thimble skein, if well set, we prefer, and next to this the wooden axletree, with croch skeins in iron boxes. Iron axletrees on lumber waggons are liable to become bent by bearing heavy loads, and but a sixteenth of an inch out of set is required to make a wagon run hard.

ADULTERATION OF MANURES AND FEEDING Cakes.—The attention of the Royal Agricultural Society of England has recently been specially directed to the very prevalent adulteration of artificial manures and feeding cakes furnished by the trade in those commodities; and under the Society's auspices Dr. Veale has instituted an extensive analysis of samples from various establishments. From his examination it would appear that a large proportion of the so-called Peruvian Guano in the British market is comparatively worthless, containing as little as two and a half per cent. of phosphate of lime, and three of ammonia, in place of twenty-five of the former and sixteen per cent. of the latter, which genuine guano should average.

Stock Department.



HEAD.

1. Muzzle.
2. Nostril.
3. Forehead.
4. Jaw.
5. Poll.

NECK.

6. Crest.
7. Throop, or Windpipe.

FORE-QUARTER.

8. Shoulder-blade.
9. Point of Shoulder.
10. Bosom, or Breast.
11. True arm.
12. Elbow.

13. Forearm (arm).
14. Knee.
15. Cannon bone.
16. Back sinew.
17. Fetlock.
18. Coronet.
19. Hoof or Foot.
20. Heel.

BODY, OR MIDDLE-PIECE.

21. Withers.
22. Back.
23. Ribs, (forming together the barrel or chest.)
24. Girth.
25. The Loin.
26. The Croup.
27. The Hip.

28. The Flank.
29. The Sheath.
30. The root of the dock or tail.

THE HIND QUARTER.

31. The Hip joint.
32. The Stifle joint.
33. Lower thigh or Gaskin.
34. The Quarter.
35. The Hock.
36. The point of the Hock.
37. The Curb place.
38. The Cannon bone.
39. The Back sinew.
40. Pastern or Fetlock joint.
41. Coronet.
42. Foot or Hoof.
43. Heel.
44. Spavin-place.

Points of the Horse.

A correspondent asks for information on the points of a good horse. We cannot better reply than by giving some extracts, bearing on the question, from a standard work, "The Horse in the Stable and the Field," by Stonehenge, (Walsh, Editor, *Field*.) The better to elucidate the matter, we have given above an outline drawing from the same work, illustrative of the form and external anatomy of this noble animal. The principal points of excellence are indicated in the following admirable summary:

"THE HEAD.—Without a wide forehead (which part marks the seat of the brain) you cannot expect a full development of those faculties known as courage, tractability, good temper, &c. The size of the muzzle is partly regarded as an element of beauty, and partly as a sign of high breeding. Hence, in the cart-horse, a coarse jaw and thick muzzle are not regarded. A large and patent nostril cannot be dispensed with in horses intended for fast work, and should be desired even in the cart-horse, for in drawing heavy loads on a hot day, his breathing may be rendered almost as laborious as that of the highly-tasked race horse or hunter. So also with the jaw, if

there is not ample width between the two sides for the development and play of the larynx and windpipe, the wind is sure to be affected, and in addition, the head cannot be nicely bent on the neck. * * * The eye is to be examined with a two-fold purpose, firstly, as an index of the temper, the nature of which is marked by the expression of this organ; and secondly of its continuing healthy. A full and clear eye, with soft, gazelle-like expression, is scarcely ever associated with a bad temper, and will most frequently continue sound, if the management of the horse to which it belongs is proper in itself. The ear should be of medium size, not too small, nor too large, nor should it be lopped, though many good lop-eared horses have been known, and some very superior breeds, like that of the celebrated Melbourne, are notorious for this defect.

"THE NECK should be of moderate length, all beyond a certain dimension being waste, and even a moderate-sized head at the end of an extremely long lever being too much for the muscle to support. It should come out full and muscular, with a sweep between the withers and the bosom, and should gradually diminish till it runs into the head, with an elegant bend just behind the ear. A very narrow throat suddenly bent at the upper