

a period of five months, he had cut with it 200,000 feet of lumber with four horses, and that it had not got materially out of repair.

TO THE PUBLIC.—Frequent inquiries having been made of the amount of work done by Page's Portable Saw Mill, and also of its portability—liability to get out of repair—the number of horses required to work it, and remove it—the cost of the mill with, or without the horse power—the number of hands requisite to work it—weight of the Mill, &c., &c.

We hereby certify that we have worked one of Page's Portable Saw Mills, from the 24th of April, 1841, until the present, November 23rd, and have sawed in that time, 200,000 feet of boards. We moved the first mill from the Victory turnpike, a distance of thirteen miles in one day, and it was sawing boards by ten o'clock the next day.

We have also put in operation four other mills, which would be equal to removing one mill five or six different times, taking into consideration the rainy weather, and not having the mill under cover. We are certain that we have not been in operation more than four months, and have at no time used more than six horses, and the greater part of the time not more than four; we have cut as high as 2,800 feet of plank per day; and have, by pushing the horses, cut 1,200 feet in one hour. The weight of the machine is not more than thirty hundred pounds; one team and a carry-all have removed one several miles. The cost of the machine varies according to its length—most of the bills for horse power included, are as high as \$450. The mill to cut 12 feet long, is \$300. The horse power is \$150. Extra Saws according to their size.

JAMES T. BURNETT, JNR.
OLIVER R. BISHOP,
ELISHA MELTON,
G. B. TAYLOR,
C. A. SHARP.

To George Page, Esquire,

DEAR SIR,—I have had affixed to a water power, which I own in the county of Albemarle, Va., one of your Patent Portable Circular Saws, and now, with pleasure, bear testimony to its astonishing powers. The Saw whilst cutting, and under some disadvantages of fixtures, cut through a log twelve and a half feet long, and one thick, in half a minute! This fact I know will be doubted, except by those who have witnessed and will attest to the truth of what I state. The invention is surely one of immense value to the world, and I trust it may be of eloquent to yourself. You are at liberty to use this communication in any way you may desire.

Your obedient servant,

WM. F. GORDON.

Albemarle, December 9th, 1843.

(To be Continued.)

Any inquiries on the subject (post paid), will be answered without delay, by the Publisher of *The British American Cultivator*, Toronto.

LETTERS FROM THE SHORES OF THE BALTIC.

From a very interesting work, lately published, we make the following selections, which will give some idea of winter travelling in Russia. The writer describes it thus:—

"Just as my foot was descending very nimbly into the sledge, I felt myself pulled back by my tender hostess, who, beneath the wools and furs of our outer habiliments, had espied a most unguarded satin shoe and silk stocking. I was hurried back again into the warm hall, where, before I well knew what they were about, my feet were in the firm grasp of two buxom, smiling Esoman hand-maidens, the one pulling on a red worsted sock, the other a fur boot. This necessary preamble finished, for the thermometer stood at 5° of Fahrenheit, we seated ourselves, or rather sank into the bed of down, with which the seat and floor of the sledge were

spread, when the men-servants and maid-servants crowded jealously round the smooth and fold our cloaks firm about us; which done, several large loose down cushions were tumbled in, and tucked over our knees, and down into every spare corner—a bear skin drawn firm over all—and the leather finally hooked tight above. And now the coachman, a bearded Russian, with bare neck, and grey cloth coat of home-made wool well stuffed beneath with a warm sheep skin, and indented at the ample waist with a belt of bright colours, threw one last look behind him to ascertain that his ladies were in their right places—bless him! we could not have stirred—and a man-servant in a ponderous cloak having mounted beside him, now gathering his round braided reins in a whole handful together, and set off the four eager horses galloping abreast like the steeds in a Roman car. These sledges may be best understood as a slight barouche, put upon soles instead of wheels, with long transverse poles to prevent them from overturning, and stretchers of leather like extended wings in front to screen the traveller from the showers of snow which fly from the horses' hoofs. It must not be supposed that sleighing is here such smooth gliding work as it is generally represented, on the contrary, a succession of drifts, worn into deeper declivities and higher ascents by the continual traffic, will subject you to a bumping kind of movement, which, in spite of your solid feather-bed casing, is neither convenient or agreeable. Then suddenly the sledge declines a fathom deep on one side, and out flings the coachman's or footman's leg to act as an additional prop, and you lie comfortably cradled upon your half-suffocated companion, when with a loud jingle of all four horses, the sledge is jerked out of the hole, and the travellers once more stuck upright. And then, perhaps, when the track becomes narrower, the outer horses are driven into the loose deep snow, and one of them tumbles over head and ears into an invisible ditch, whence, his long traces giving him perfect liberty, he clammers out again unassisted, shakes the snow from his sides, and snorts and stamps with the utmost impatience to be off again. The two centre, or pole-horses, are fastened finger, and the middle of the track being always the best, the most spirited of the horses are generally placed here, while the side-horses take the look of the road, jumping over loose drifts, or picking their way over any roadside encumbrance, and, with their graceful necks and gleaming eyes at full liberty, are never frightened and never at a loss to extricate themselves from any difficulty. Hedges and walls are the destruction of sledging roads; wherever there is a barrier, there the snow collects, and a line of battened fences, here the usual partition, will ruin the track—sunk ditches are the only mode of divisions advisable for snow countries. The intelligence of the coachman is no less surprising than that of the horses; regardless of the summer line of road, he steers straight over bank, river, and morass for his object, and like a bird of passage, seldom misses the mark. Thus it is that in the dull long season of winter, when friends are most wanted, they are here brought closest together; for the same morass which in summer is circumnavigated by a drive of twenty worts may in winter be crossed by one of half an hour's duration."

The same author in describing the cold of Russia, says:—"Returning from a drive in an open sledge the air struck us as most unbearably cutting, and upon inspection the thermometer was found at 12° below Zero. Before night it fell to 25°, where it has since remained pretty stationary; while a sun, in a sky maliciously serene, shines

cloudless from morn till night, and then abdicates this snow landscape and frozen ocean, to a moon, soft, full, clear, and yellow, with not a breath of halo betwixt its bright edge, and the deep, blue sky.

It is remarkable that when the atmosphere without averages 10° Fahrenheit, a temperature of 64° in doors is ample for comfort; but when the outer cold sharpens to 20° below Zero, and downwards, not even a heat of 70° in the rooms will keep the person sufficiently warm. We walk nevertheless in moderation, and in order to spare servants and horses, who at such seasons are great sufferers for the pleasure of their employers, abstain as much as possible from evening amusements. These are most unsocial expeditions, for no more air is admitted to the face than is necessary for the tightened respiration, and more light to the eyes than to guide you on your way; while in the walking bear or wolf who stalks past you, the roof of his fur cap meeting the fence of his fur collar, and nothing visible of the 'human face divine' but the sharp end of a very red nose, no one would recognize their nearest relative. No rude wind, however, is to be apprehended on such occasions, for intense cold is here accompanied by perfect stillness of the air. Difficult as it may be to promote circulation under ordinary movement in such an atmosphere, there is nevertheless, a peculiar pleasure in braving its utmost pinch—in sallying out behind a barricade of furs and hearing the snow crisp and creak beneath your footsteps, with the comfortable conviction that where neither warmth or wet exists, neither dirt or corruption can assail the senses."

The cold in Canada might be very accurately described in the same terms. The climate of Russia is very similar to that of Canada, except that the winter is somewhat longer in the former country. There is also a similarity in the soil, plants, hot summers, and rapid vegetation. We shall give some further selections from this work.

We have seen a report in an English paper, of a farmer having expended £1,800, in two years, in draining 500 acres of land, held on a 19 years lease, and in expectation of being amply remunerated for the outlay, 33 per cent. of the proceeds of this farm was appropriated for rent; 47 for expenses of working, &c., and 20 for profit, and interest of capital in stock, implements, &c. What is appropriated to rent in England, may be appropriated in Canada to the interest of capital invested in the purchase of land, and in its improvement, &c. The proportion of the proceeds that is required for expenses, &c., will depend upon the mode of cultivation that is adopted, and the proceeds is likely to be increased or diminished as the mode of cultivation is judicious or otherwise. The profits, under present circumstances will, we fear, bear a very small proportion to the other items chargeable on the gross produce.

WOOD PAYMENT.—The first wood pavement that was put down in London, at the east end of Oxford-street, four years since, is now being reversed and relaid, and causes much surprise by its great durability, many of the blocks not being reduced half an inch of their original length, which was one foot, though exposed to all the traffic of Oxford-street.—*Eng. pap.*