

Picking Geese alive. PENNANT, an English writer, says that geese are plucked five times in the year in Lincolnshire, once for the quills, and four times for the feathers—that he saw goslings six weeks old deprived of their feathers and tails. Many of them perished under the operation. Picking geese alive is however a cruel practice; but, doubtless, there is one period of the year in which the feathers come off with less pain than at others. Mourby holds the following language:

"A writer in the Monthly Magazine, December, 1832, remarks humanely on the cruelty of plucking the living geese, proposing a remedy, which I should rejoice exceedingly to find practicable and effective. He remarks on the additional torture experienced by the poor fowl, from the too frequent unskillfulness and want of dexterity of the operator—generally a woman. The skin and flesh are sometimes so torn as to occasion the death of the victim; and even when the fowls are plucked in the most careful manner, they loose their flesh and appetite; their eyes become dull, and they languish in most pitiable state, during a longer or a shorter period. Mortality also has been periodically very extensive in the flocks of geese, from sudden and imprudent exposure of them to cold, after being stripped, and more especially during severe seasons and sudden atmospheric vicissitudes. There are many instances, in bleak and cold situations, of hundreds being lost in a night from neglect of the due precaution of comfortable shelter for as long a time as it may appear to be required. The remedy proposed, on the above authority, is as follows: Feathers are but of a year's growth, and in the moulting season they spontaneously fall off, and are supplied by a fresh fleece. When, however, the geese are in full feather, let the plumage be removed, close to the skin by sharp scissors. The produce would not be much reduced in quantity, while the quality would be greatly improved, and an indemnification be experienced, in the injured health of the fowl, and the benefit of obtaining to the succeeding crop. Labor also would be saved in dressing, since the quilly portion of the feathers, when forcibly detached from the skin, is generally in such a state, as, after all, to require the employment of scissors. After this operation shall have been performed, the down from the breast may be removed by the same means.

The time has arrived, I trust, for successful exertions in the cause of compassion towards tortured and helpless animals; and I presume to make a serious call on the clergy and leading aristocracy of the districts implicated, for the exercise of their influence in this case, granting the reform to be practicable."

N. Y. Farmer.

RAIL ROAD.

To the Directors of the Lawrenceburgh and Indianapolis Rail Road Company.

The melancholy loss of the Rail Road Company have sustained in the death of their chief engineer, has forced upon me the duty of reporting the character of the line as far as he had conducted the experimental survey: Crossing Tanners Creek near Lawrenceburgh, about 200 yards above the present bridge, the line follows that stream to its head—thence runs on a ridge to within 2 miles of Laughery Creek, and to cross that stream at a suitable elevation, leaves the ridge, and descends over the breaks of Ripley Creek—crosses Laughery about half a mile above the mouth of Ripley, and again attains the table land, by crossing the breaks of Laughery. Thence by a remarkably direct route and over unusually level and unbroken ground reaches Napoleon. After leaving Napoleon, the line continues on the S. W. side of the Michigan Road, over extremely favorable ground, for five miles. Thence, on account of the undulating character of the ground, which the Michigan Road occupies, bears 15 degrees to the north of that road, and thus runs over a surface requiring the most gentle grades and open curvatures.

Continuing north of the Michigan Road, the several branches of Sand Creek are crossed at very favorable elevations; the ground in no case exceeding the maximum of 30 feet per mile. The main branch of Sand Creek was crossed about half a mile above the Michigan Road; thence follows the Brookville road to Greensburgh. Passing through Greensburgh, the line again runs with the Michigan Road for about two miles: thence bears 11 degrees to the north—passes over the most favorable ground, and by means of a suitable ravine, reaches Clifty creek at an elevation of 16 feet. By means of a small stream running from the N. N. W. the dividing ridge between Clifty and Flatrock creeks is crossed with a very moderate cut; and thence was descending on a branch of Flatrock, with a grade of 25 feet per mile when the survey was suspended by the death of the chief engineer, having approached within 1 mile of Flatrock.

The whole distance was found equally as favorable as had been expected, with the exception of four miles of the line on Tanners Creek. In this distance, commencing at Fly run, the creek was found to rise at an average of 55 feet per mile, and the curvatures are mostly on a radius 1,500 feet, and requiring the creek to be curved in three different places. On account of the unfavorable character of this part of the line, an estimate could not be made with any degree of certainty, until it could be resurveyed. It is highly probable that by following Fly run instead of the main branch of Tanners creek, a more direct line may be obtained with a grade of 52 feet per mile. This line would be preferable to a similar line up Wilson creek, on account of the great abundance of stone on Tanners creek, which would supply the scarcity of that article, in the interior of the State. A grade of 52 feet per mile may be over come without the aid of stationary power; an engine on such a road being capable of drawing nearly one fourth of the load it can on a level, and in descending such a grade the rapidity of descent may be regulated with breaks. On the whole running distance surveyed a grade will not be required exceeding 30 feet per mile, excepting in descending to and raising from Laughery; at this place a grade of 37 feet per mile will be necessary. This cannot be considered a serious objection to the line, as the grade is equal in both directions. An engine on the descending grade can accumulate steam enough to counter balance the ascent. The grades are remarkably favorable. On the whole line a minimum radius of 1,500 feet may be obtained for curvatures, excepting in two instances where 1,200 feet must be used for short distances. On two thirds of the distance the line will be either straight or on curves of from 4,000 feet to 4 miles radius. In direction, the line is unusually straight.

It will be necessary to give a description of the plan on which the following estimate has been made. The whole was estimated in sections divided in such manner that the excavation and embankments should nearly balance; and the cutting or filling was estimated (at a price that would include haulage), as either preponderated in a section. Embankments to have a top width of 15 feet and sloping 14 to 1; cuts to be 13 feet wide at the bottom, with side slopes of 1 base to 1 rise.

The estimate for bridging, for all spans under 20 feet, is for strong, plain, straight bridges: for spans exceeding 30 feet, Wernwag's patent, was estimated. The estimate for superstructure, is for a single track to be made of oak strings and sleepers—the former plated with wrought iron, 24 by 3 inches. The strings to be 8 inches by 6; sleepers 9 by 5, and 8 feet in length. The sleepers to be 4 feet apart from centre to centre—each end to be supported by a cubic foot of broken stone. The iron rails

to be laid 4 feet 9 inches apart, and the horse path to contain 4 inches in depth of broken stone.

Estimate for that part of the road extending from station 669, near the head of Tanners Creek, to station 585, where the survey was suspended, a distance of 36 miles, 1140 feet.

First—from station 669 to station 913, where the line leaves the ridge, a distance of 8 miles 4,500 ft. 104,090 cubic yards of earth work, at an average of 124 cents per yard \$12,753

731 perch masonry at \$1.75 cents per perch of 25 cubic feet 1,241

Wood work for bridging 300

Grubbing at \$120 per mile 1,060

Total 15,354

Average per mile \$1,734.

Second—from station 913 to Napoleon, including a bridge over Laughery, a distance of 6 miles 4,300 feet.

140,519 cubic yards earth, at 15 cents per yard (this price per yard includes grubbing,) \$21,440

839 perch cubic masonry at \$1.60 cents 1,345

Wood work for one 10 foot bridge 20

Bridge over Laughery 50 feet high 3,802 perch masonry at \$2.25 8,554

Arch 100 feet span \$20 per foot 2,000

Total 33,362

Average per mile \$4,906

Third—from Napoleon to Greensburgh a distance of 13 miles 2,100 feet.

190,508 cubic yards earth at 14 cents per yard \$27,931

3,743 perch bridge and cubic masonry \$1.50 5,614

Wood work for bridging 2,820

Total 36,365

Average per mile \$2,909

Fourth—from Greensburgh to station 585, 7 miles 800 feet.

58,332 yards earth 15 cents per yard \$3,931

1,505 perch bridge and cubic masonry \$1.79 2,692

Wood work 1,415

Grubbing 500

Total 13,538

Average per mile \$1,893.

Total for 36 miles 1140 feet \$93,619

Add for superintendence and contingencies, 8 per cent. 7,880

Total for graduation 106,508

Wood and iron superstructure, with stone horse path

Oak strings 8 inches by 6 at \$2.75 per hundred \$259 per mile

Oak sleepers, 9 by 5, 8 feet long, 105.5 do

Broken stone, at 624 per perch 314 do

Iron rails, 1 by 24 inches 1,288 do

Splicing plates 26 do

44 inch spikes 149 do

Workmanship 800 do

Superintendence, engineers, &c. 120 do

Total per mile 3,091.5

Total cost of superstructure for 39 miles, 1,140 feet 112,109

Graduation 106,508

Total for the whole distance 218,617

Cost of graduation per mile 2,942

53,691.5

Total cost per mile 6,033.5

It is probable that a more thorough examination of the country through which the line passes, will considerably reduce the above estimate, as the experimental survey was necessarily hurried. From the general character of the country from the head of Tanner's Creek to Lawrenceburgh, we might safely take the preceding estimate per mile, as an average for the whole distance surveyed; but no reduction should be calculated on, as the estimate does not include turn-outs and cars.

Respectfully,
R. C. HERRETT,
Assistant Engineer

From the Ohio Farmer.

Rats and Ratsbane. MR. MEDARY:—I am aware that Ratsbane (or arsenic) has generally been believed fatal to rats.

I am inclined to doubt this general impression from the following circumstances.

About the year 1802 and 3 I lived in Georgia, the mildness of the climate is such that the rats abound in the woods. I built an out house on my plantation which was raised about 18 inches from the ground on blocks; in this I stored my grain and provision, and multitudes of rats soon congregated under the building, insomuch that the ground under the building was like a honey comb by reason of the numerous borrows.—I purchased 2 ounces of arsenic—this was spread on bread and butter, bacon, &c., and partially eaten by the rats, but I discovered no decrease—being informed that these vermin were very fond of Oysters, I purchased a quart of opened oysters and distributed on shells, chips, &c. strewed on them plentiful of the arsenic, these were consumed in about 20 minutes—so that I thought the rats had plenty, but in a few days I discovered many rats soiled, their hair staring and rough, and evidently disordered but not dead—from which I inferred that arsenic was not a deadly poison to them.

I afterwards tried Nux Vomica and found it an effectual remedy—many rats were found dead, and I found it also an antidote against crows and squirrels, and believing it will be found useful for these objects under proper management—take 4 ounces of Nux Vomica, bruise it in a mortar—and pour on a gallon or two of water—and let it stand 12 hours then put in a peck of corn, wheat or rye—let it soak 12 hours, then sow broad-cast about the field, and I believe it will protect the corn effectually. September 26th, 1834. TRYON.

On Thursday the Velocity, Captain Roland, arrived at Passage, from Quebec, after a very favorable voyage. On coming into the mouth of the harbor, it blew, in nautical phraseology, very stiff gale, and the sea ran mountains high. On being seen approaching Passage, two boats, manned, put out to meet her, the crew of each anxious to be employed by her, as is usual, in the capacity of "hobblers," to tow her up the river. One of the boats, with four men on board, had not proceeded far from the shore when a heavy sea rolled over and capsized her. The crew of the other boat acted with great promptitude, as well as the heavy swells would allow them, in rendering assistance to the poor fellows who were precipitated into the raging billows. They succeeded in rescuing two of them from an almost inevitable death, but the others sunk to rise no more. One of them was twenty and the other twenty-one years of age, both unmarried. What rendered the casualty more distressing was, that the parents and other near relatives of these unfortunate young men were standing on the shore, witnesses of the dreadful fate that buried them into eternity. The wailings of the men and the terrific screeches of the women on shore, were, we understand, most heart-rending. The bodies have not yet been found. The names of the sufferers are James Johnson and James Breen.

Waterford Chronicle.

MANCHESTER, Nov. 5th, 1834.

To the Editors of the Palladium:

GENTLEMEN—In the 42d number of your paper I send a communication over the signature of Henry S. Heustis, Ammi Wilson, and Morris Short, intended as a contradiction of my statement in the 41st number of your paper, and a confirmation of the statements of Messrs. Hopkins, Clark, and Pardon; as, also, a certificate signed Nathan Lynn. It is surprising to see the want of candor in all the signers to the certificates that have been published in this matter. They have all perverted the truth in their statements—they have given extracts of what I said, and expunged words from them or substituted other words so as to suit their own nefarious purposes—or, at least, those for whom they act. How unfair such conduct, and how easy it is to give every sentence a different aspect. For instance, the 10th verse of the 1st chapter of Proverbs—by adding the word *sin*, and taking out the word *not*, it will read thus: "My son, if sinners entice thee to sin, consent thou." I call on you, Messrs. Hopkins, Clark, Pardon, Heustis, Wilson, and Short, to answer the following questions, upon your honor, (if you have any,) or on your oaths, as perhaps that may keep you nearer the truth: 1st, if, that, at the meeting, (as you call it,) I did not refuse to sign certain certificates that were presented to me? 2d, if I did not utterly refuse to suffer any person to make any statements on my authority? 3d, if I did not declare that if I were on oath, I would, as soon say that Mr. Plumer made use of the word *false*, as unauthorized, or untrue; and if I did not almost immediately after these remarks leave the house! The contemptible sycophant of Mr. Plumer, in teasing and following me by day and night, talking of the injury my statements would do him, as he was now a senator, and was already known at the city of Washington and all over the United States, the possibility that I was mistaken, drew from me inconsiderate statements, and as I believe, witnesses were secretly employed to over hear our conversations, for so it appears, I have no recollection of ever seeing Mr. Lynn when Mr. Plumer and myself were conversing on the subject. He, Lynn, could not have understood us, or he would not have given that certificate, for it is nearly quoted Mr. Plumer's words in place of mine; but has so changed them that they have an entire different appearance. For instance, he says he heard Mr. Tibbets say, if he had understood the object Mr. Armstrong had in view, viz: to contradict Mr. Plumer in his communication to the Editors of the Rising Sun Times, he would not have given any certificate. Now these are nearly Mr. Plumer's words to me. He, Plumer, said to me, if you had understood that Armstrong's object was to contradict me in my communication, you would not have signed that certificate! I told him he did Mr. Armstrong injustice, but if I had known he had denied the single word, *false*, in his communication, I would have given all three of the words, "*false*, unauthorized, and untrue;" and if it would be any satisfaction to him I would call at the office and have it so explained. The annexed certificate will give an idea of what transpired at "Squire Clark's office.

ABNER TIBBETS.

MANCHESTER, Nov. 4th, 1834.

This is to certify that I was present at the office of John B. Clark, Esq. on the evening alluded to by Messrs. Hopkins, Clark, and Pardon, in a communication to the Editors of the Rising Sun Times and published in the 38th number of the Palladium, and Col. Abner Tibbets being requested to sign a certificate, which he refused to do, a request was made for him to let them make out a statement on his (Tibbets') authority, which he in the strongest terms refused to do, and that he was on oath he would as soon say that Mr. Plumer made use of the word *false*, as unauthorized or untrue. (Signed) B. T. W. S. ANDERSON.

Extract of a letter from a gentleman to his friend in this city:

"Washington City, 19th Oct., 1834.

"We have carried the elections in New Jersey, both for a majority in both branches of the Legislature and the members of Congress; we have re-elected all our own men in Pennsylvania, as far as heard from, and beat six of the opposition; we have carried the whole Union Ticket in Georgia and elected near two-thirds of the Legislature; we will elect one member of congress in Vermont, and next spring five in Connecticut; we will turn out some four or five quasi Bank-Nullifiers in Virginia next spring; we will sweep over board the Bank party throughout New York, as with a besom, in November. In fine, we will have, in the next House of Representatives, majority of fifty against a restoration of the deposits—one hundred against rechartering the present Bank, and about fifty against any national bank whatsoever. Our glorious and virtuous old Chief was never in better spirits, and never, since he became President in better health."

The Columbus Hemisphere of the 22d ult. contains the following list of members of Congress elected at the recent election:

1st	District	Bellamy Storer	Bank.
2d	do	Taylor Webster	Dem.
3	do	Wm. H. Hulbert	Dem.
4	do	Thomas Corwin	Bank.
5	do	Thomas L. Hamer	Dem.
6	do	Sam. F. Vinton	Bank.
7	do	Wm. K. Bond	Bank.
8	do	Jeremiah McLeno	Dem.
9	do	John Chaney	Dem.
10	do	Sampson Mason	Bank.
11	do	William Kennon	Dem.
12	do	Elias Howell</	