

We are rejoiced to hear that our Ship Canals are likely to be completed on the scale that was first proposed, and when this is done, we will have a water communication unequalled on earth, and extending into a fine country a distance of near two thousand miles from the sea. We have always advocated this improvement, as it appeared to us to be one of the first that should have been executed after the settlement of the country, to open up the vast shores of the great lakes and rivers of this noble country to navigation and settlement. The resources of the country hitherto have been locked up in a great measure, or at all events, the products of the country could not be transported to shipping ports but at an expense almost equal to their entire value, which must have acted as a bar to improvement and production. In future it will not be so. Vessels of perhaps one thousand tons burden will be able to navigate our waters to Lake Superior when the proposed improvements of the Canals are completed. Of course these large vessels must be so constructed as to suit inland navigation. We anticipate the most favourable results from all these improvements, and we have no doubt that the whole Province and the Empire at large will derive immense advantage from these water communications. The debt incurred for their construction will not be a burden on the people of the Province as many anticipated, but on the contrary will soon be refunded, if we only avail ourselves of our position. As a farmer, we only value these means of internal communications as they afford encouragement to the improvement of Canadian Agriculture, convinced as we are that it is the products of our own country that must form the only certain basis of our wealth and prosperity, that we never can be deprived of. These Ship Canals will greatly diminish the cost of transport inwards and outwards, and hence increase the actual value of agricultural products in two ways—giving the farmer a higher price for what he has to sell, and diminishing the cost of what he may have to purchase. It

must ever be a great benefit to any country that the expense of transporting what it has to sell and to purchase should be as low as possible, so as to admit the application of all the disposable capital, whether money or labour, to improvement and production. These matters are not sufficiently studied when we cry out against the expenses of Canals, Rail-roads, &c. The farmers are deeply interested in this question, more than any other class of the community, and they now have an opportunity to augment their productions so as to give employment in proportion to the means in their power, to Canadian Canals and Rail-roads. There is another circumstance regarding the expenditure upon necessary and useful improvements we should never forget, that is, that the capital expended is not lost. No, not one shilling of it, but all goes into the most profitable channels of circulation for future production, to the general benefit of the country.

The Finance Committee of the Royal English Agricultural Society, in a Report lately made to the Council of the Society, has the following passage:—"It appearing that the Journal is a principal inducement to the agricultural public to join the Society and to keep the subscriptions paid up, the Finance Committee are of opinion that it would prove advantageous if the Council would increase the price of the future Journals to ten shillings each part for all non-members of the Society." This recommendation was unanimously adopted. It appears from the above how highly the Journal of the Society is thought of and prized by English farmers, where the very best farming is in practice before their eyes in every parish of the country. The English agriculturist, however well informed, has too much good sense not to read and study any suggestions or information referring to his business, that is placed in his power to purchase for a few shillings. How different it is here! Canadian farmers will not generally subscribe five shillings annually to an agricultural Journal, It