

THOUGHTS ON STEAM PLOUGHS AND AGRICULTURAL PROGRESS.—We do believe that an era of agricultural development, as fast and wonderful as that which the present age has already witnessed in manufactures, is not only within the bounds of probability but on the eve of advent—that a time is at hand when our present primitive agricultural implements will be put away as curiosities beside the distaff and the spinning-wheel—and that the alleged discovery by Daguerre of a mode of rearing three-year plants in three months—the reported power of some of our market-gardeners to rear a salad (like a mushroom) in a single night—the alleged power of the Japanese to dwarf the lofty pine into a miniature tree, a few inches only in height—the traditional story of the monks of Glastonbury Abbey, who could make the hawthorn bloom at Christmas—or even the trick of the Indian jugglers, who appear to cause a mango seed to spring up out of the soil in course of a few hours, and before the eyes of hundreds, unfolding leaves and flowers and fruit—are all but, at the worst, vaticinary imaginings, or rudimentary typifying ideas, of actual power of nature, scarcely less wonderful, and yet to be developed—just as was the old traditional idea of the magnetic telegraph of separated friends, with its needles and alphabets, but without any record of its invisible connecting wire—alone wanting to reduce it all to credibility. Believing, at all events, as we decidedly do, that a great era of agricultural development is at hand, when even the steam-plough, as it at present exists, may be a rude implement, it is interesting in such belief to witness just such beginnings of this anticipated era as were the first steam-engines or the first spinning and weaving machines in manufacture, or the locomotive with legs, like a horse, in the railway system. The steam-plough may, even yet, be just such an implement with relation to agriculture.—*The Builder*.

COUNTRY MILK MARKETS IN LONDON.—The London and North Western Company are erecting a milk market on their station in Lime-street, Liverpool, from designs by Mr. Woods, one of the engineers. It will be covered by an iron roof by Mr. Turner, of Dublin. Such milk markets erected near the metropolitan termini of the various lines would have an unequivocal interest in upholding them, if based, as they doubtless would be on a more substantial foundation than the old "London chalk."—*The Builder*.

We did not make the world, we may mend it, and must live in it.

It is to be doubted whether he will ever find the way to heaven, who desires to go there alone.

Do nothing in thy passion; why wilt thou put to sea in the violence of a storm?

Wisdom is generally an acquisition purchased in proportion to the disappointments which our own frailties have entailed upon us; for few are taught by the sufferings of another.

Physiognomy—reading the hand-writing of of nature upon the human countenance.

Let the bent of thy thoughts be to mend thyself, rather than the world.

The hate which we all bear with the most Christian patience is the hate of those who envy us.

#### THE CITIES OF LONDON AND PARIS COMPARED.

—The report of M. Darcy, divisional inspector of the Ponts et Chaussées, who has been to England to obtain information relative to the macadamised roads, has just been published. In this work we find the following particulars relative to the population, extent of the streets, &c., in Paris and London:—The total surface of London is 210,000,000 of square metres; its population, 1,924,000; number of houses, 260,000; extent of the streets, 1,126,000 metres; extent of the streets, not including the foot-pavement, 6,000,000 metres; extent of the sewers, 639,000 metres. The total surface of Paris is 34,379,016 square metres; population 1,053,879; number of houses, 20,526; extent of the streets, 425,000 metres; surface of the streets exclusive of the foot-pavement, 3,600,000 square metres; length of the sewers, 135,000 metres; surface of the foot-pavement, 888,000 metres. Thus, in London, every inhabitant corresponds to a surface of 100 metres; at Paris to 34 metres. In London the average of inhabitants for each house is  $7\frac{1}{2}$ ; at Paris 34. At London the average length for each house corresponds to 40 metres 40 centimetres; at Paris, to a length of street of 15 metres. These details establish the difference which exist between the two cities, from which it appears that there is in London a great extent of surface not built over; that the houses are not very high, and that almost every family has its own. The Boulevards of Paris is the part where the greatest traffic takes place, and the following are the results of the observations of M. Darcy on this subject:—On the Boulevard Poissonniere, 7,720; Boulevard St. Denis, 9,609; Boulevard des Eilles du Calvaire, 5,856; general average of the above, 8,600. Rue du Fauburg St. Antoine, 4,030; Avenue des Champs-Elysées, 8,959. At London, in Pall-mall, opposite her Majesty's Theatre, there pass at least 800 carriages every hour. On Westminster bridge the annual traffic amounts to not less than 8,000,000 horses. By this it will be seen that the traffic in Paris does not come up to one-half of what it is in the macadamized streets of London.

True merit, like deepest rivers, make the least noise.