

shivering round the barn, and although I have had the cows stabled for a good many winters it is only this winter that I can say, all are stabled, and when I look back to the time when they were all exposed, when I would go out on a stormy winter's night and see the poor shivering animals huddled up with backs like bows, looking so piteous and helpless; I cannot help contrasting that time with the satisfaction I feel now when I go out and see them all comfortably stabled, with their well filled manger and their comfortable bed; if the night happens to be dark and showery, if the winds are driving the sleet or the drift—I often think on the lines of a favourite Poet.

"The storm without may rain and rattle,
Tam didna mind the storm a whistle."

TOWNSHIP OF HAMILTON FARMERS CLUB.

At a meeting of the Township of Hamilton Farmers' Club, held at Baltimore, on 29th April, 1854, the subject for discussion, viz: "the effect of Railway communication upon the Agricultural Interests of the country, was introduced by D. V. Boulton, Esq., in the following remarks:

The effect of the railway system upon the Agriculturist is a theme at the present period highly interesting to the Canadian farmer, and deserves his best consideration now that in Canada the railway is only becoming a fact and is indeed a novelty. The subject may be considered under four heads, as follows:—

- 1st. Increased value of Real Estate.
- 2nd. Increased production.
- 3rd. Reduced prices of articles of consumption.
- 4th. Facility of communication.

I have adopted the first head as the basis, because the first and most immediate effect is the enhanced value of land, the homestead forming the foundation of the farmer's prosperity. It will be admitted by all present that land in this Township is now worth 33 per cent. more than before the construction of railways commenced; this rise from 100 to 133 of material wealth in the short space of twelve months has enabled the man of large family to sell promptly and move where land is attainable at less cost, and he can procure additional acres for his children; or if suffering from want of means to drain, fence, build or stock his farm with improved breeds of cattle, loans can be effected upon favorable terms in proportion to the increased value of the estate; where there is no desire to sell, lease, or borrow money, it is a comfort and satisfaction to the farmer to know that he has accumulated a property, at all times convertible and available for his children after him. Again if the Municipality in which he resides desires to effect local improvements of a substantial character, the presence of the railway, a sure indication of enterprise, prosperity and wealth, establishes a credit at once available for the pur-

poses of the commonwealth. Assuming the lands of the Township of Hamilton to have been worth £300,000 in 1852, they are now increased to £400,000, accumulated through the introduction of railways, without labour or risk to the population, and this increase is permanent. In proportion to the value of one township over another so will property change hands, adjacent towns and villages increase in size, and a monied population is induced to establish at the seat of enterprise a foundation for new fortunes and prospects, thus creating additional customers, ready to purchase and enjoy the fruits of the farmer's toil.

Under the second head let us consider the consequent increased production: By the dull observer of events the several deductions which I assume to follow the introduction of railways are not credited; positive individual experience by the producer, of actual increased receipts, is the first convincing proof; the cause of such increase is after all but a natural result patent to the enterprising projector of improvements tho' obscure to the otherwise busy multitude.

From the period when the first call is made upon shareholders of railway stocks, the vivifying influence of a newly created money circulation commences, an influx of labour follows, a local consumptive demand increases for every article of produce, especially for those portions previously commanding no sure market, raw and manufactured material requires transport, the product of the forest, of the mines, iron and coal, of the loom, workshop and forge, is all in requisition; increased population requiring food, clothing and shelter, draws from the farmer first or last the produce of the soil. Thus is created a distribution of floating circulating wealth, and a capital altogether new yet systematical to the means wherewith to supply the rapidly increasing consumptive demand. Now the farmer feels his oats! In the agriculturist more than the artizan, new life is engrafted, and a wealth is established so real in itself, and permanent, that it finds rest in the strong box, or remunerative investment, not liable to the bankers calls at 90 days, or the lawyer at the heel of an execution for debt increased by various fees and sorrowful litigation, as in the past early years of the Colony almost of necessity oppressed the people.

The next natural effect agreeable to the farmer and which his wife and family participate in more largely and rejoice over, is the cheapness of all articles of consumption induced by the newly acquired facilities of railroad communication; so much is the reality of the third position dependent upon the last that I shall consider them in connection. The facility afforded by railway communication enables the merchant to reduce the per centage upon his goods, as continued unbroken communication with the sea-board which in winter Canadians will enjoy at Portland, will render the old system of supplying half yearly spring and fall goods unnecessary, with this change of system will cease long injurious (because expensive) credit; the importer will purchase for cash, the farmer will purchase for