

that time have retained a monopoly of it. Their Agents, Messrs. Gibb & Sons, of London, are now the sole importers of it, which in a great measure accounts for the exorbitant price which it has hitherto commanded in the market—a price far beyond its commercial value. The chief sources of supply at present are the Chincha islands, off the coast of Lower Peru, which has been estimated to contain the enormous quantity of 45,000,000 of tons; so that for all practical intents and purposes the supply of guano may be said to be inexhaustible. The quantity imported into Great Britain during the year 1854 was 235,111 tons, of which the official valuation in London was £1,231,655 sterling; equal to about £6 10, or \$27 per ton by the cargo. The retail price in Canada of this commodity ranges from \$60 to \$70 per ton. It is used by British farmers at the rate of from three to four hundred weight per acre in addition to the usual supply of farm manure, or in larger quantities when used alone. Like most other special manures, however, it is found to act best as an auxiliary.

Another means of Agricultural improvement may be noticed. Its influence has been largely felt in Canada, and in no one part of Canada, perhaps, so sensibly as in the very County of Grenville. I refer to the introduction of RAILWAYS, with the consequent facilities of transport, not only in conveying our precious carcasses swiftly, comfortably, and economically from place to place—from one end of the province to the other—but in cheapening to the farmer every foreign commodity he has to buy, and enhancing the value of every product he has to sell. With wheat selling at \$1 per bushel, of what avail was it to the western farmer that he could grow 30 bushels per acre against 20 raised in Lower Canada, so long as it costs fifty cents per bushel to convey it to the shipping port. It is evident that the Lower Canadian with the smaller crop realized more money. But when the freight of a bushel of wheat from Toronto, London, or Sarnia to Montreal is reduced to a few cents, the distant producer reaps the full benefit of whatever advantage he may possess in fertility of soil or salubrity of climate. And so in the old country.—Farmers in Scotland, formerly shut out from the London market, now find themselves upon an equality with Essex and Sussex.—Beef and mutton, salmon, poultry, and dairy produce, and even eggs for the *Cockney's Breakfast*, are daily conveyed from the North of Scotland to London by rail—while hundreds and thousands of acres of potatoes are planted in East Lothian for no other purpose than supplying the same market by the same conveyance, though at a distance of four hundred miles.

Think, too, of the increase in the value of lands in the neighborhood of this system of transportation; why, sir, it baffles all attempts at calculation. Much as we have heard of the *Four Millions of good Canadian Dollars*

swallowed up in the much maligned Grand Trunk Railway, I question if any one has yet made the calculation, how much has actually been added to the wealth of the Province by the enhanced value of lands within ten miles of that Railway throughout its entire length, or computed in the other direction the direct loss that would result to Canada from a suspension of that Railway communication.

In Great Britain there are 10,500 miles of Railways and they are still being built there at an average cost of £37,060 sterling per mile;—in all £400,000,000 sterling have within the last 35 years been expended upon these works. The United States have no less than 31,800 miles of Railway having cost £7,409 sterling per mile. In Canada we already have 1,826 miles, while it is computed that there are, in the whole world, 66,733 miles of Railways in operation. Whether these railways may have been profitable or otherwise to those who invested their money in them, there remains no doubt but that the agricultural community has been gainers to an incalculable extent.

It has been charged against the Grand Trunk Railway of Canada, that, instead of encouraging settlement it merely carries its passengers through Canada to the Western States. Let it do so.—There is a large proportion of the emigrants who go to the United States, whose presence among us were more real cause of regret than their absence.—Let our Railway catch all the freight it can, but, when a train is formed at Quebec or Portland, freighted with *Republicanism*, it is the true wisdom of Canada, to put it through—by daylight if possible—that no time be lost, until every republican ragamuffin shall have been deposited at Detroit. At the same time, every facility should be afforded on the other side of the Atlantic, and on this, to enable intending emigrants to make a wise choice in the matter of their destination.

The use of STEAM POWER in the operation of the farm is another improvement of recent introduction which seems destined to have a very important influence upon agriculture. The first steam thrashing machine was introduced into Scotland in 1820, and at the present time, in Great Britain travel in what direction you may, you will find the tall brick smoke stack towering above the roofs of every farm-steading. This is an improvement we may hope soon to see introduced into Canada.—Steam-engines are now made so portable, so cheap, and so easy of management, that they may be set down almost in our barn-floors, and do our work more economically, and certainly far more satisfactorily, than by that most barbarous of all modern machinations—the revolving platform horse power.

The advancement in mechanics through the agency of steam, has been immensely serviceable to agriculture. Every implement that we require to use is furnished to us at a cheaper rate and of better construction. Our reaping machines, and threshing machines, fanning mills;