

subsists between railways and an advancing agriculture:—

In returning thanks for the railway companies, Mr. George Smith, the chairman of the Cornwall Railway, said:—"Our railway system bears upon agriculture at this end of the peninsula more directly and more importantly than is generally understood. The western part of Cornwall is fruitful in agricultural resources. It is rich in its soil, favoured with an unexampled climate (so far as England is concerned), and is capable of producing early vegetables beyond any other part of England. Now, the cultivation of the soil I know very little of; the improved cultivation of the soil I know still less of; for these are points which do not come before me practically; but as a merchant I know, as you all will know, that in spite of the most arduous labor, and the exercise of the greatest skill, without a market you do nothing. The market is the thing wanted. You all want to bring agricultural produce within the reach of the millions of our country, and I beg to say that these efforts of the railway companies enable you to do all this to an extent never imagined. It is telling upon the value of land, and tending to develop the resources of our soil in a way Cornwall never dreamt of before. I had a paper put into my hands just now, containing two or three figures. I'll just trouble you with some. From the 4th of December last to the 23rd March, just four months, there passed over the West Cornwall Railway, and was transferred at the Truro station of the Cornwall Railway for transit to the other parts of the country, 6,985 crates of broccoli, weighing in the aggregate not less than 866 tons 11 cwt., and I beg to say that the land conveyance of nearly 900 tons of broccoli in some three or four months from the west of England to the millions of London and the North was an impossibility until the appearance of the locomotive. Again, from the 22nd of April to the 7th of June—a period of six weeks only—there was conveyed and transferred in a similar way, 8,566 baskets of potatoes, weighing 439 tons. Four hundred and thirty-nine tons of early potatoes transferred from the west of Cornwall in about six weeks, to a good market in the large and populous districts in the kingdom is no bad illustration of the aid railways extend to agriculture. We are not a fishing company here. But all Cornishmen are interested in fish, and just allow me to mention that from the 9th of March to the present day the West Cornwall Railway brought, and there was transferred at Truro 34,500 baskets of fish, weighing no less than 889 tons. Has this nothing to do with the prosperity of Cornwall? Will land here eventually be worth ten times as much as now? Will land within twenty miles of London continue as valuable as now? These are important questions the great equalizer, the railway, will aid

you to solve, but it seems tolerably clear that the railway has had, and is destined to have, an important influence on agricultural prices and profit. And, therefore, in acknowledging your kind compliment to the railway company, it is impossible for those who have for the last twenty years labored to bring about this state of things to avoid a little self-gratulation. Allow me, for a moment, to utter a few words which may counteract an impression my figures may have caused. The markets of the metropolis and the north still demand, and demand infinitely more than you can possibly supply. Talk of 800 tons of broccoli, what would 80,000 tons be to them? They would soon eat them all. If you send ten times as many potatoes, all will be devoured. If you send ever so much more fish, all will be eaten up. You are not supplying London, you can help the market in a very limited way; not as London is out of twenty tastes your early potatoes; you can go on with your work of producing heavier crops and reclaiming waste land, if you can find markets for ten times as much as you have hitherto raised. We will convey for you, and earn, for the encouragement of such humble individuals as myself, fresh praises and renewed encouragement from the Bath and West of England Society."

FRENCH AGRICULTURE.—As on all former occasions of walking abroad in the immediate neighborhood of Boulogne, I was again struck with the close resemblance these cultivated heights bear to those on the opposite cliffs of Thanet, except in the husbandry. The French farmers set peas and horsebeans together. Sections of this medley crop are cut green, and given to horses, cows, and sheep. The remaining portions are permitted, if there be green meat enough of any other kind, to stand till September. The gold wurzel (which they invariably call "the root," never using the Swedish term) is common enough in their fields; but no attempts are made to cultivate Dutch or Swedish turnips. I gave a universal reply to inquiries on this subject that there is not sufficient humidity in the climate to favor its growth; the root never reaches the due proportions. Hence the lean mutton, the wretchedly bad mutton of France—and, equally disagreeable, disreputable beef, well-larded with bacon (!) for want of a healthy portion of fat. Besides all this, the absence of turnip, the mother of the dung heap, which is the mother of everything else, leaves the farms devoid of compost. I suggested oil-cake, but the answer was "Nobody likes fat meat in our country; why should we waste our money on oil-cake?" I question their theory of deficient humidity; but I have heard this alleged both in Germany and in France as the cause of the deficiency, even at the Royal Palaces, never being able to make a smooth and verdant lawn, such as