

—not the education which would make a farmer's son feel that to be respectable, useful, and to occupy an honorable social position, he must abandon his father's pursuit and become a lawyer or a physician, and that farmers are mere "hewers of wood and drawers of water." That it is more genteel, and honorable, and better suited to develop the powers of the whole man, to measure tape, than to cultivate soil, is a pernicious error that must be abandoned. Our young farmers especially must learn to respect highly their honorable and useful calling, when they will truly respect themselves.

In an agricultural country like Canada, a liberal and persevering support of Colleges and Schools, in which the science and practice of this all-important art is taught and illustrated, of farmers' clubs, agricultural societies, the erection and diffusion of an agricultural literature, are the principal means of advancing agriculture, and of raising our farming population to their natural position in the social scale, and of fitting them for the highest offices, which a free and enlightened people can bestow.

THE PROGRESS OF ENGLISH AGRICULTURE.

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For several years past all the railway companies have agreed to convey live stock free, and implements at half their usual charges, to and from the shows of the Royal Agricultural Society, the railway company at the towns where they are held generally providing accommodation for the mechanical compartment. This at Chelmsford cost the Eastern Counties upwards of £3000. Railway fares and pace could alone bring the number of shilling-paying strangers who contribute to the enormous expense of these exhibitions. The population of the city of Salisbury, including men, women, and children, only amounts to 10,000 but the visitors to the show yard in 1857 were over 35,000. This is of itself a striking proof of the wide and eager practical interest which is felt in agriculture, for there is little to gratify the eye of mere holiday gazers; and when in addition we consider the mountains of coal, iron, timber, artificial manure, lime and chalk, conveyed in one direction, and the quantity of live stock and corn in the other, we cannot help coming to the conclusion that George Stevenson's locomotive has been the great cultivator of the farmer's mind and the farmer's land—the great agent for the extraordinary advance which British agriculture has achieved in the last quarter of a century. Very significant were the figures given by the chairman of the Eastern Counties Railway at the Chelmsford dinner, when he told his farmer friends that, in the course of the preceding twelve months, the lines over which he presided had conveyed 24,000 tons of guano and other portable manures, 700,000 quarters of grain, 550 sacks of flour, 71,000 beasts, 380,000 sheep, 13,000 tons of meat and poultry, and 43,000,000 quarts of milk. Who can calculate the value of the money rewards held out to breeding, feeding, and corn-growing, in the shape of four thousand miles of railway? and how little are men who live in the midst of these changes conscious of their magnitude until the results are collected and put upon paper!

The benefit which has accrued from the Royal Agricultural Society has surpassed the expectations of the most sanguine promoters. The improvements in cultivation and implements, which had been effected by a few men in advance