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OLD SERIES]

Nec aranearum sane textus ideo melior, quia ex se fila gignunt, nec noster vilior quia ex alienis libamus ut apes.

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Agricultural Journal.

From the Albany Cultivator.
AGRICULTURE AS AN OCCU-
PATION.

L. TUCKER, Esq.—I have no apologies to offer for asking a place in your very valuable journal for a few thoughts upon several subjects connected with agriculture. It is enough that you have requested me to do so, and that, after a delay which may have led you to conclude I had no intention of complying with your request, I have found time to commence what I design as a series of communications, which, should they prove interesting to a portion of your numerous readers, I shall be happy to forward, as time and circumstances may allow. I do not intend to write to please my own fancy; nor merely to amuse those who may read, but if possible to benefit. If I can aid the wavering in the choice of an honourable business, or encourage the laborer in his toils; or to give any valuable hint to the inexperienced, I shall feel richly remunerated for my efforts. The first subject which I wish to present, is the choice of an employment.

A sentiment has prevailed and I fear yet prevails to an alarming extent, that the practical farmer occupies a place in society a grade lower than the professional man, the merchant, or than many other labourers. Many of our youth have imbibed this sentiment, and have been encouraged in it by the fond but injudicious parent. Thus, not a few who might have been useful members of society, have been thrown upon the world mere pests to the community. I have no antipathies to the learned professions, the mercantile business, or mechanical employments. These are all necessary and important; but I insist that agriculture is neither less important, or less honourable, or less useful.

The difficulty is not so much in the several kinds of business as in the fact, that an *undue proportion* of our fellow citizens are engaged in the former, to the neglect of the latter; and more than all, that the sentiment which I have suggested, prevents multitudes from engaging in either.

From my own observation, in a life of more than 45 years, and looking back and following the history of my early associates, and from a somewhat extensive acquaintance with the world, I am fully of the opinion that that sentiment is one of the most fruitful sources of idleness and crime, of any that can be named. And yet, what multitudes of young men and guardians act, or seem to act, under its influence.

I knew a man in my early boyhood, who had a *profession*, but very little else (except a numerous family) who was often heard to say, that his sons should never be farmers, let what would come. Those sons are now vagabonds, except one, who has already come to an untimely end. His daughters married *gentlemen*, and are both living in abject poverty. This is only one among the multitude of cases which might be mentioned. Still men will pursue the same path.

I know a farmer with two sons—smart active lads, enjoying good health, who, not long since, *rented* his farm; that he and his boys might live easier. I was inclined to say to the father, take care, sir, that you train not those fine young fellows to idleness, dissipation, and vice.

God made man an agriculturist, and while in a state of innocence, his first business was to till the ground. And in every age of the world, some of the greatest and the best of men have been farmers. Job and Abraham were farmers; Washington and Jackson were farmers—as also a multitude of worthy names and noble spirits, who, like them, have blessed the world with examples of greatness and honourable deeds. And I rejoice to know that many in our own time of highly cultivated intellect, and enlarged views, and worldly competence, are proud to be ranked among practical farmers.

Far better had it been for the world had the number been tenfold greater. Far better were it for the present generation, if, in the choice of an employment, parents and their sons would view the subject as these have done; and let those sons be directed in their choice to the same wise results. Thus, much of the idleness and crime which are exerting such a fearful influence upon us, would never have existed. Many of the temptations to vice would have been avoided.

I know a father, engaged in a profession, who has an only son, for whose interest he has ever felt the deepest solicitude. When that son was 16, like many lads of his age, he manifested a strong desire to engage as a clerk in a store. The father felt that agriculture was an *equally* honorable business—much safer, and more free from temptation, yet he did not wish absolutely to *compel* to a course averse to his own choice. He therefore engaged a place for him with a merchant of his acquaintance to be occupied a few months, on condition that the son should persist in his determination. He then took the son alone, and informed him that he had procured such a place, at the same time pointing out in a kind manner the advantages and disadvantages of the mercantile business, and of agriculture. He told him that he was now of age that he must choose for himself. That whichever way he should now decide, he would be aided as much as practicable—that that decision must be final—that he might reflect upon the subject one week, and then let his decision be known.

At the close of the week, he decided "to be a farmer," to the joy of his father. From that day onward, he has pursued steadily his course—is now pleasantly situated upon a comfortable farm, and is proud at home and abroad to be known as a farmer.

Would it not be wise for every father and son to imitate this example?

FOOT ROT IN SHEEP.

Some interesting facts relative to this formidable and contagious disease have been communicated to us by HUMPHRY HOWLAND, Esq. of Cayuga county, whose long and extensive experience in the management of sheep entitles his opinions to great weight. He has applied a remedy, which, if not totally eradicating the disease, certainly promises to reduce it exceedingly. This remedy is now in use for the second season, during which time, the rot has diminished from thirty per cent to one per cent., in a very extensive flock, or only one sheep is lame where thirty were formerly. Other flocks in the neighbourhood, to which the remedy has not been applied, are as bad as ever.

The remedy consists in mixing flour sulphur with the salt given to the sheep in a proportion just sufficient to discolor slightly the salt, or about one-twentieth part. They are regularly and constantly fed with this mixture the season through.

The disease being considered as allied to the itch, the sulphur mixed with oil was also applied to the backs of the sheep immediately after shearing, and whatever effect this mixture may have upon the rot, the grease was found to have increased the weight of wool about a quarter to half a pound per head. The practice of applying oily substances externally to sheep, and the beneficial results, have been elsewhere known, and this experiment further establishes the advantage.

The cost of these materials for large flocks, may be lessened by purchasing a quantity in New-York city. Flour sulphur is often retailed at twelve and a half cents per pound; in New-York it costs three dollars per hundred, and fifty cents additional.

European News.

From Wilmer and Smith's European Times, August 4.

A NEW ERA IN OCEAN NAVIGATION.

We yesterday saw, and were much gratified by inspecting, a fine large iron-built ship, now on the stocks, and nearly completed, in the yard of Messrs. James Hodgson & Co., to be called the "Sarah Sands," destined to run between this port and New York, and will sail in Sands, Turner, & Co.'s line of Packets, and to be propelled by steam, as an auxiliary, as well as by sail. She has been built for Captain W. C. Thompson, long the commander of the "Stephen Whitney," and whose experience and merits are well known and appreciated on both sides of the Atlantic. She will be launched on the eighth of next month, and may be expected in New York in about three months afterwards. The following are her dimensions:—Length of keel 188 feet, length over figure-head and taffrail 224 do. beam 32 do. depth of hold 19 1-2 do. burthen (old measurement) about 1000 tons, new measurement 1350 do.

Being of great length, she will have four masts—the two in the middle square-rigged; and the one at each extremity, fore-and-aft;—in other words, a barque with a schooner foremast. She will have a screw-propeller; with a pair of engines of, in all, 200-horse power, by Messrs. Bury, Curtis, and Kennedy, in aid of the sails. The screw is upon the approved principle of Mr. Woodcroft, of Manchester; and the engines are condensers, working directly and rapidly upon the shaft on the patent principle of our townsman, Mr. John Grantham, Civil Engineer and Nautical Architect, who is also the modeller of the ship. The screw is 14 feet in diameter. The engines and boiler will be some feet below the load water line, and though proportionately extremely compact, will be serviceable as ballast at sea and in port.

In model this ship is, in our thinking, very fine and appropriate, being an amalgamation between the steamer and the sailing vessel, but rather inclining to the former. The bow below water is particularly long and sharp; the run not so much so,—a principle which has in modern practice (though as it were, reversing the olden order) been found to be better adapted for speed, with equal safety, in vessels having steam power, and especially the screw. The hull indeed, though full in the middle, presents beautiful lines, so blended as to die into each other with ease and grace, and to give promise, even with a heavy cargo, of slight resistance in displacement, and ample stability under canvas. She has a handsome billet-head with carvings, and the stem and quarter galleries are

decorated in corresponding taste. She is clencher-built, or lap jointed throughout and double rivetted; a plan which we prefer to the flush-jointing, both for appearance and strength; and the builders have put her together in a faithful manner in every part.

She has a full spar deck, and main lower deck; and is divided into five watertight compartments by four iron bulk heads. Such is the compactness of the machinery and boilers that her hold will contain about 1500 tons of goods, or greatly exceeding the quantity that can be taken by that leviathan the "Great Britain." She will have cabin accommodation, on an elegant and superior scale, for 60 passengers, besides large space for second and third class voyagers.

The great advantages presented by this vessel, in combining auxiliary steam with sail, are—first, that a much quicker and safer passage may be accomplished than in a merely sail-propelled vessel, while, in addition to general speed, calms may be got out of, and lee shores in gales (or other dangers) be avoided; secondly, that from the engines occupying so small a space, a large and profitable amount of cargo may be carried. Should this first large vessel on this principle succeed (and we entertain no doubt but she will), from her first voyage may be dated the commencement of a new era in mercantile navigation, as many others will be built, and increase and facilitate, in an incalculable extent, rapid and economical commercial ocean intercourse in every part of the world.

Chinese Silver.—Tuesday was the last day for the Lords Commissioners of her Majesty's Treasury to receive tenders for about 840,000 ounces of Sycee silver bullion, lately received by her Majesty's ship Vixen, of the value of about 1,000,000 dollars, for which it appears there were many bidders among the bullion merchants in the City for an exportation to Hamburg, Rotterdam, and France. The whole amount was purchased by Messrs. Rothschild at 60d per ounce.

Sale of Her Majesty's Ships.—On the 20th instant, pursuant to public advertisement, her Majesty's ship Beacon, and steamer Sydenham, were put up to public auction. The former was not sold, she not having reached the price at which she was reserved. The latter fetched £1060, and was sold. Thus the beautiful yacht built for Lord Sydenham, and presented to him by the Canadians, and by him sold to the British government, has been destined to become the property of private speculators, having been condemned as unfit for further public service.

Use of Railways for National Defence. Major-General Sir John Fox Burgoyne, the Inspector-General of Fortifications, who was examined by the Gauge Committee recently, entered largely into the question as to how war and its tactics would be affected in future by steam railways. The conclusion of his evidence contains its pith:—"I look upon railways to be important mainly for defence, and I think steam generally is chiefly of advantage in favour of defensive power. You can never go and blockade a distant port as you used to do. You could not get a few steamers along the coast of America to compete with what they could let out upon you with a very inferior force. It would be out of the question to blockade distant ports as you used to do. But I think by taking the precautions that are likely to be taken, with regard to the immediate defence of the coast, and using the advantage of concentration by railway, it would give you great power of resistance against every species of invasion."

Submarine Telegraph.—During the last few days some very interesting experiments have been made in Portsmouth dockyard and on board her Majesty's ship Pique and Blake, with a portion of the submarine telegraph intended to be laid across this harbour under the sanction of the Lords of the Admiralty Commissioners. The electric fluid was made to traverse the whole length of the submarine telegraph, which, having been carried out in a bight from the Blake by the boat-