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AGRICULTURAL EDUCATION.

As some little degree of system has at last been brought to bear in the management of the common schools in this country we feel it a duty we owe the agricultural classes, to offer a few suggestions in relation to some improvements which, if introduced into the schools, would add greatly to their usefulness. Farmers and mechanics should at least adopt the necessary steps to give their sons a taste of rural and mechanical pursuits. Their youthful mind should be early taught to reverence and appreciate the independence of the producing, in the comparison with that of the mercantile and professional classes. We are unquestionably an agricultural people, and should certainly bestow that time and attention in acquiring a knowledge of this principle as its importance merits. The books now in use in the common schools are filled with political speeches, tales, fables, and passages from the ancient authors, which, to say the least of their merits, are ill adapted to the tastes and circumstances of the people of the present age. There should certainly be some practical information conveyed to the young mind, of such a character, that would inspire a reverence and attachment to the particular pursuits which these youths are destined to practise. There is too little interest taken by the colonist generally on this very important subject; and strange to say, the farmers, the men who see daily the great advantages the educated enjoy, are among those who exhibit the greatest degree of apathy in giving their sons a liberal practical education. If the same amount of zeal was manifested by the heads of families in properly educating their children as is exhibited in amazing wealth to be divided among those children, those strictures of ours would then be quite superfluous. It is greatly argued by some, that a good education disqualifies a man from being an industrious successful farmer. This is undoubtedly true in some instances where the moral training has been totally neglected, but when we speak of the practically educated man, we do not mean the mere book worm, but the man whose hands, body and heart are educated, as well as the mind. If it were necessary to adduce evidence or living testimony of the benefit of a well educated agricultural community, we could point to Scotland. In that country an established system of general education has been in operation for a number of centuries, and it may be said that the bulk of the population of the devoted country, are morally and liberally educated. A more industrious people cannot be found; and although the country is the least favored for agricultural purposes in Europe, we find that the wages of agricultural laborers are higher, and that higher rents are paid, and greater profits made from the land than in any other country in Europe. An instance may be cited in this our own day, where a Scotch tenant farmer had made £100,000; and scores, where from £10,000 to £20,000 each had been made upon highly rented land. The best farmers and gardeners of England and America employ Scotch foremen to manage, or take the lead in managing their farms and gardens—and to what must this success and reverence be ascribed? Simply, in our opinion, to the high state of their educational institutions.

The agriculturist builds up the foundation of all society, and his honesty, labor and frugality in a great measure sustains them. No class can live independently without him; and why should he not occupy that rank in society that his useful and honorable pursuits so fully entitle him? We see no good reason why the cultivator of the soil should no longer exhibit such an apathy upon a matter which is of such vital importance to themselves and their families, and may we not add, to their country. Let the farmers who have intelligence, and discrimination enough to appreciate the advantages of which we have been speaking, endeavor to arouse from the fatal lethargy in which they are enveloped, and reclaim the digni-

ty which they have lost as a class, by their own neglect.

HOW THEY PLOUGH IN ENGLAND.

A day or two previous to the ploughing being commenced, a skilful ploughman is sent with poles to mark out the field in spaces of fifteen or twenty yards in width, as so much nicety is not required as in ridging for crop, the step of his walk along the winter furrows will be sufficiently accurate in place of the cross furrows drawn by the plough, in order to secure a right angled position. These marks are made by a bout or round of the plough. It is an essential point that these marks be drawn previous to any ploughing being commenced, as it affords a ready beginning, and prevents any loss of time to the ploughman looking about for guide to direct them. In cross-ploughing lands, the furrow must be narrow rather than wide, in order that the plough may cut, and move cleanly from below all the firm land, and leave no banks or rafters of ground unmoved between the furrows. These rafters constitute a great fault in ploughing lands of any kind. It is also important that the share of the plough move fresh soil from below the winter furrow, which will mix with it in the subsequent working. When the ploughing of a space is finished, the plough must go three or four rounds, and fill up the open furrow left in finishing, the land being so dry that it requires no open furrows for the escape of water, and all may be closed and make level. The harrowing must be done across the ploughing, and the roll may follow the harrows, which will prepare the land for being hand-picked of the weeds raised by the harrow.

Large farms admit this arrangement: two pair of harrows going before the roll and two pairs following it, will complete ten or twelve acres daily, unless the land be very dry and the season hot; it is usually preferable to allow one day at least to intervene between the first harrowing and the rolling, to allow the moisture to evaporate, and dry the soil for the action of the roll; but the moist land only, known by name of loamy days, will acquire this arrangement. The roll acts much more freely on the dry than on a damp clod of land. The land being now reduced, the farmer must lose no time in getting every weed and stone laid into heaps and carted away. This process may be commenced and prosecuted during the time the harrows and rolls are at work, by the worker following closely in the rear of the implements, and may be finished the day after the rolling and harrowing stops. In that hurried season of the year the combination of force must be close, and the operation in near connection. So soon as the plough have gone over in a similar manner all the lands intended for green crops, they must begin again as before. The next ploughing will be done lengthwise, and consequently crosses the former furrow. The harrowing and rolling, and the picking of weeds, must be again repeated, as before directed. If the land be very friable in texture, and not very foul, it will be now ready for being drilled and dunged to be planted with green crops.

But if it be rather stiff in composition and much infested with weeds, another ploughing and a repetition of the cleaning process will be required; and this last stage of the process should not be done within ten days of the land being drilled, and the land may acquire moisture, by laying in a flat commuted state. It would be advantageous for this purpose that a period of ten days intervene between each working of the land; but convenience and necessity will not allow, or rather very seldom, allow or admit this degree of attention.

VALUE OF AN ORCHARD.

Every farmer or mechanic who owns an acre of land, should supply it with fruit trees. The fruit would be worth more than any other product that he would obtain from it, besides the advantage of comfort and health to the family. One individual of our acquaintance cleared off the rocks and bushes from an acre of worthless land, and set out thirty-six apple trees. The fruit has paid for all the labour, the land and trees being now worth \$200.

EUROPEAN NEWS.

THE SHIP SWORDFISH, OF LIVERPOOL.

The following details of the accident which befel the Swordfish, on her recent voyage from Pernambuco to Liverpool (a brief report of which has already been published in the Shipping and Mercantile Gazette), were furnished by one of the officers of that vessel to the editor of the Liverpool Mail; and as much sympathy has been manifested since her arrival, owing to the extreme sufferings of the crew and passengers it will, on doubt, be read with much interest:—"Everything went on well from the time of leaving Pernambuco till the 20th of November. On the day previous the ship was running before the wind under a close-reefed topsail and a double-reefed main. On the morning of the 20th, she shipped a sea which half filled the cabin. The captain, mate, steward, and seven of the crew immediately commenced baling the water out, and got all dry about 10 p.m. All were then busily employed in drying the captain's and passengers' wearing apparel, and matters went on well until 4 o'clock on the morning of the 21st, when the wind began to blow fearfully, and the sea to run mountains high, with tremendous squalls from 6 to 8. The captain was then lashed, with the chain mizen-topsail sheets, to the mizenmast, and gave directions how to steer the ship. As soon as opportunity offered the captain returned to the cabin. The after part of the ship was then out of water, and the helm could not render any service. The vessel was flying through the water at the rate of 16 knots an hour. Four of the most competent men were now chosen to steer—namely, the second mate, boatswain, and two seamen. The barometer was down to 28½. It was impossible to look to windward, or yet walk the main deck, without being taken off by the wind or sea. The 'liveliness' of the Swordfish only saved all from destruction. The captain was now apprised that the fore-end of the ship was sinking fast. He had just gone to ascertain the truth, when the vessel was struck by a terrific sea which disabled him and a majority of the crew. Several parts of the deck were also torn up by the force of the water, and the second mate promptly exerted himself to secure these by nailing over them canvas, while the steward paid attention to the requirements of the wounded, and again helped to bail out the cabin. The ship lost spars, masts, bowsprit, and galley; the chief officer was also swept away by this awful sea, and found a watery grave. The vessel was 'popped' by the first sea, which knocked the wheel completely away, and the two seamen steering at the time were picked up in the fore part of the fore-cabin, apparently dead. They however have since slowly recovered. The same sea stove the after-cabin in most frightfully, and washed the passengers then in it into the fore cabin. They were all more or less injured, some being badly bruised, while others bled profusely. The second sea stove all the boats, and swept the deck; while the third buried her under water. It was now thought all were going down, but by laying hold of the fragments of the rigging, the men held their footing on the deck—when the vessel rose gallantly out of the water. The captain requested Mr. Brent, second officer, to look after the missing, which was forthwith done. Mr. Brent then swam to the pumps to see if they were clear. He found the cutter laying on them, and not having sufficient strength to move the boat he went for some of the crew to assist him, when he found a fellow, reputedly brave under ordinary circumstances, rolled up in the steward's blankets in his room, and immediately thrust him out, and made him help to clear the boat. The ship, in the mean time fell off, and hove round on the starboard track. The captain's conduct was most praiseworthy throughout the whole of this dreadful scene, and can only be fully appreciated by those who witnessed it, and who, under Providence, owe to his energy, that never for a moment tired, and his courage, that never quailed before the horrors of the ship's situation, their lives and restoration to their friends. He stood lashed on the deck all the time of danger, issued his orders with the utmost coolness, and forgot

himself in his anxiety for the general welfare, scarcely partaking of even a morsel of food when offered it. The wreck was now cleared, the juremasts erected, which occasioned several days' delay, during this time assistance could only be rendered by Mr. Brent and two of the seamen. Unfortunately Mr. Brent got disabled shortly after. The Swordfish came from 46 lat. N., 20 W., to Tuscar, under juremasts. Off Tuscar she fell in with a northern gale, which a second time knocked the wheel away, and also filled the cockpit and carried off the mainyard. Two men fell overboard from this yard, but, it being daylight they were picked up. The following morning it became calm, and soon a steamer hove in sight. The ensign usual under such circumstances was hoisted, 10 rounds were fired from the guns, and though the steamer came so near that the man at the wheel could be plainly seen, yet she took no notice but held on her course. Many of the seamen, in addition to their physical sufferings have lost all their clothes. The captain of the Empress, when he first discerned the Swordfish, immediately bore down for her, and rendered all the aid he possibly could. It has been stated that the wreck of the ship was occasioned by carrying sail, but this is simply untrue. The captain was exceedingly cautious, considering what was before him; and few ships deeply laden could have survived that terrible hurricane the intensity of which had never previously been experienced by the oldest hands on board."

THE PRINCESS CAROLA WASA.

It appears to be certain that the breaking off of the marriage between Napoleon III. and the Princess Carola Wasa, is attributable in a great measure to Austrian influences. The visit of the Emperor Francis Joseph to Dresden, on his way to Berlin, is said to have been made with the object of concluding arrangements for his marriage with the Princess Sydonia, the sister of Prince Albert of Saxony, now the betrothed of the Princess Carola Wasa. Louis Napoleon must be completely exonerated from a charge which has been brought against him in certain quarters, of having broken his promise on account of his own improved fortunes. It is a lady who acting of course under advice, has exercised her sex's privilege, and changed her mind. Whether, according to the practice of less exalted personages in such cases, she will send back the numerous presents which were sent her, we are not in a position to state.

GREAT FLOOD ON THE TYNE.

There was a fearful destruction of shipping property, with the loss of four lives, in Shields harbour on Sunday night, occasioned by a heavy flood that came away about nine o'clock. It had rained during the two preceding days, and Sunday afternoon the tide was one of the highest we have had for some time, flooding the quays and wharfs at Shields and Newcastle. It was high water at four o'clock in the afternoon, but the force of the ebb was not felt until about eight o'clock, as the shoal began to bare and the channel narrow, when it came away like a mill race, between seven or eight knots an hour. There was a heavy fleet of laden vessels in the harbour, but from the superior character of the sound moorings recently laid down by the River Tyne Commissioners, not much fear was entertained of their safety. A considerable number of large vessels, many of them laden, were laid at the lower part of North Shields. The set of the tide being very strong in that direction, and on account of the confidence in the mooring, and it being Sunday night, but few hands were on board of them. About five minutes past nine a crash was heard on the shore, and immediately it was ascertained that one of the vessels in the upper tier had snapped her mooring chain. She laid herself athwart of the other vessels, and in a few minutes they were also dislodged from their moorings having tore up their booms and chains and were smashing and crashing one against the other in the most fearful manner imaginable, spars, bowsprits, and foremasts snapping under like sticks. The vessels all drove down together in a mass towards the Low-lights, when, having disentangled themselves, they broke away and ran out