

FARMER'S BOYS.

No question is more important than this. For what shall we prepare our sons? We suppose it would be admitted by all that every son of every man should be prepared for something, that he may not manifestly his part on life's great field of duty. As a general rule, every youth should be prepared by education and practice for the business or profession for which his peculiar talents best qualify him. Some are born mechanics, some artists, some traders, a rare few are born poets and orators—many with ability for rare scholarship. Others, again, have a natural love for fields, woods, horses, cattle, the use of tools, and perceive readily the relation of soils to plants, of plants to animals, of animals to man. Still, others there are—and a large number is this—who are born with a kind of even balance of ability, and can learn to do anything well to which they may devote their time and energies. It is to these that the members of this class have a sort of choice in their pursuit. They can follow where judgment dictates, and be successful, useful and happy.

It is for parents to study the natural talents of their children, and early apprentice them to the pursuit for which their best constituted but there will always be a large number that can readily learn any trade, profession or calling. Now we hold that farms should prepare their sons largely for their own profession; now and then, of course, one must learn a trade, practice law or medicine, or preach the Gospel—but the large majority should be educated for farms. Their education should be good at schools, and if possible at agricultural schools; they should have well cultivated minds, capable of writing essays, books, making speeches, doing business, and what is better, thinking wisely on all the great questions that concern the well-being of humanity. When middle life comes, they must lead, if they are capable, in all the affairs of social life and of the state. They must be qualified for posts of honor by a liberal education, for schools, sciences, arts, press and the churches, are to come into their hands—they must be prepared for such grand trusts. But, beyond all this, they need both a scientific and a practical knowledge of farming in the various departments. They must acquire, chiefly at home, from agricultural books and papers, and a practical application of agricultural principles in the working of their father's farms.

Farmers are too prone to encourage their sons to pursue other callings; and their sons are too apt to think that some other calling is better for them. In three-fourths of the cases it is wrong for farmers to leave the farm; they are generally regretted, and long for the independence and quiet of the farm life; indeed, it is a fact, that men of all professions crave the farmer's peaceful life before they live out half their days in the bustling cities and in the professions. Often and often do we hear the remark from the denizens of city life, "Oh, if I had a little farm in the country, cultivated and stocked; I would not drudge here and there, and be troubled with difficulties." Let the subject be pondered well among the farmers and their sons, and let the sons of the young men of the farm honor their fathers by remaining true to the noble profession of agriculture.—*Colman's Rural World.*

Back again to lovely Surrey! This morning I found myself strolling along the banks of one of those little, narrow English streams, which wriggle—if one may use the expression—through great verdant meadows. Here and there a willow, a poplar, a birch, and there a bull-rush, a water-dock, and other aquatic plants nearly meet as they bend forward each other from either side, as if to say, "There are deep holes, generally under the roots of some stunted alder or willow-pollard; and here and there, in places where cattle have made a passage, the water trickles over a gravelly bottom, sparkling as the sunbeams fall upon it. The banks are generally underlaid by the water flint, and are full of rat holes, one of which is occasionally the resort of the king-fisher, which darts by now and then, with a silent rapidity. Water hems are abundant in these localities, and may be seen in the evening peering over the meadows in search of food, and jerking their white tails as they wander about. I know of nothing more agreeable than a stroll on a fine day by the side of one of these modest little streamlets. They have but few attractions for the angler, but many for the naturalist. Here he may gather the nature's nosegays of sweetest flowers, while he reclines on a bank.

Whereon the wild thyme blows, Where oxlips and the primrose violet, Quilo overcanopied with lush woodbine; Or listen to—

The lark, who, amid the clear blue sky, Carols, but is not seen.

The very remembrance of these scenes is delightful, for they leave a freshness in the mind which time cannot obliterate.

This beautiful meadow scenery may, perhaps, be called exclusively English. The verdure of the grass and foliage, the variety of flowers, the song of the lark on the hill, the blue sky, the tangled hedge, the thrush head in the distance on the top of some spreading oak, and the swallow taking its hovering and elegant flight, now aloft, and now skimming over the surface of the meadow—collectively are to be seen and heard in this country alone.—*Editorial Correspondence Central New York Herald.*

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Pioneer Line of Utah.

MONDAY, JULY 17th 1871.

1871.

Trains will leave Salt Lake City daily at 4 a.m. and 2.45 p.m. arrive at Ogden 7 a.m. and 4.45 p.m.; leave Ogden City at 8 a.m. and 5.30 p.m. arrive at Salt Lake City at 11 a.m. and 2.30 p.m.

In addition to the above

MIXED TRAINS

DAILY, SUNDAYS EXCEPTED

Leaving Salt Lake City at 3.30 p.m. and Ogden at 6 a.m.

Passengers will please purchase their tickets at the office. Fifty cents additional will be charged when the fare is collected on the route.

For all information concerning Freight, apply to

M. H. DAVIS, Ticket and Freight Agent

JOHN SHARP, SALT LAKE CITY.

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UTAH CENTRAL RAILROAD

SOUTHERN RAILROAD

ON AND AFTER AUG. 9, 1872

MIXED TRAINS

DAILY.

Leaving the Utah Central Railroad Depot, Salt Lake City at 11 a.m. and 3 p.m.

Sandy, (nearest point to Little Cottonwood Canyon) at 11.45 a.m. and 3.15 p.m.

Arrive at Little Cottonwood at 12.15 p.m. and 3.45 p.m.

Leaving Point at 9.10 a.m. and 5.10 p.m.

Arrive at 10.15 a.m. and 6.10 p.m.

Arrive at Salt Lake City at 11 a.m. and 3 p.m.

FARNS

Salt Lake to Cottonwood Station 30.50

Sandy 1.00

Passengers will please purchase tickets at the office.

M. H. DAVIS, General Freight and Ticket Agent

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