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FOREST-TREE PLANTING.

An article appeared in our December number, from the pen of the Honorable Mr. Joly, on the necessity of planting our uncultivated lands with forest trees, and on the best plan to be pursued to that end. The author informs us that he has just finished sowing a piece of land with from 10,000 to 11,000 nuts of Black Walnut. At four feet intervals each way, that is, with 2,500 plants to the acre, this plantation would cover about 4 acres of land. It is probable that no such extent of land has been planted with forest trees in Quebec at one time, since the establishment of the province. Mr. Joly has promised to keep us informed as to the progress of his work, the results of which will be, if his former attempts of the same sort may serve as a guide, that the failure next summer will be found to be not more than five per cent of the nuts sown.

This is progress, indeed! And it may not be out of place to recommend that prizes of considerable value should be offered in, if possible, every parish, to those who have succeeded best in making plantations of forest trees. This should be the duty of the Agricultural Societies and of the Agricultural Clubs their funds cannot be applied to a better purpose.

Would it not be well to form a provincial society for the encouragement of the re-planting of the country? Our columns are open to all those who are desirous of contributing to this most desirable movement, and it seems to us, that if a hundred well wishers to the project were to subscribe one dollar a piece, the project would not fail to secure the immediate assistance of the provincial legislature. Who knows but that we might be able to offer prizes, considerable enough in amount to ensure the plantation of forest trees in several counties as yearly, even, as next year. The editors of the Journal of Agriculture, three in number, will do their part with all their hearts. We trust many associates may be found to aid us in our endeavour, and we beg our readers to forward us their opinion on the subject as soon as possible.

COLONISATION AND RAILROADS.

The following reflections, which we place before our readers, arise from the low price which the government receives from the sale of the crown-lands of the province. We are forcibly struck with the idea that, if the method of disposing of these lands were entirely changed, they would bring in enormous sums to our exchequer; and, at the same time, the progress of colonisation would be amazingly developed.

What does the government receive by the sale of a square mile of the public lands at the present prices of from 20 cts. to 30 cts. an acre? In the one case, \$156 80, in the other \$235 20—just about enough, exaggeration apart, to pay for the surveying and road-making! And more, these lands, when sold, are long before they are colonised; for the means of communication are so imperfect, that the exportation of the products is hindered greatly. Upon due consideration of these facts, the following ideas are submitted to our readers:

We have already spoken in our journal of colonisation railroads. Let us take up the subject again. A railroad that traverses a wooded region increases the value of the whole district for at least fifteen miles on each side of it, or, in the whole, a belt of thirty miles in width is increased in value from 30 cents an acre to \$1.00.

It is admitted, that a first class railroad can be built across our public lands without drawing a cent from the provincial treasury; and that, by means of this line, an almost unlimited amount of colonisation can be developed.

But there is another feature of this question which seems to be neglected, the federal government derives a *direct* revenue from each new colonist. The federal government then has a direct interest in encouraging the construction of colonisation railroads, since it receives all the benefit of the customs and excise duties, and every increase, whether of population or of commerce, tends, directly, to augment its revenue. What expectation, then more reasonable, than that the opening up of the public domain of the provinces by railroads should be encouraged by a liberal subsidy from the federal government? We have said that the federal government benefits especially by colonisation. In fact, for the local government it is a source of direct expenditure, the revenue being only very indirectly assisted by it. On the other hand, the federal government reaps the direct profit, which, as far as it is derived from the regions traversed by the railroad, will be large in proportion to the wealth acquired by the colonists. In these districts, not only will the land be brought into cultivation, but, thanks to the railway, the woods will be utilised, the mines ransacked for their treasures, and trade of every description will start into life.

Let us consider, for instance, the application of the idea to one of the finest districts of our public domains, namely, that which is situated between Lake Nipissingue and Quebec. If we trace, on the map of the Dominion, an imaginary straight line, starting from Quebec and passing by the river Matawan to the north of Lake Nipissingue, we shall see that