

OUR FUTURE.

We assert most boldly that in no part of the British possessions is there a greater future than this, our Dominion of Canada, provided its government will take the matter in hand now, and prosecute public works with a vigor that would become them, and make themselves appear in the eyes of the world a progressive party, able to grapple successfully, and show they know the wants and requirements of the country, and intend to carry them into effect at once. A great deal of fuss and to do as been made in England this year about emigration to Canada, but so far it has ended in next to nothing, either through mismanagement, or else a spirit of parsimony. Let it be from what it will, the scheme is a failure here. There appears by the emigration returns at Quebec, that a much larger quantity have landed there this year than formerly; but the question for us to look at is, not how many come, but how many remain permanently. It is a notorious fact, that by far the larger majority who land there, never intend to stay, but use this route as the quickest and most direct mode of travel to the Western States—of prospects of which, and the inducements held out, they are quite conversant with. This is most unfortunate that we cannot retain a portion of these emigrants with us, more especially as other colonies and nationalities which have had their establishments and ramifications in the United Kingdom for years, to diffuse information and assistance on the places they represent. The efforts made on behalf of Canada, has caused them to look on with a jealous eye, and feeble as the attempt has been to bring our claims before the emigrating classes, it has induced these competitors to redouble their liberality, liberal as it was before; and the result is, they are alluring the majority, not only of the good sturdy agricultural laborer and mechanic, but a class that would be infinitely more of service to us—the small capitalist. While we write this, we have before us a prominent English paper, in which we see the Brazils have displayed in ten days, two ships with eleven hundred settlers. And how is this done? By having responsible agents all over, who are allowed ample scope and means to select good useful folks, and who are ever keeping the advantages of the place they represent before the public, and also by taking assiduous care of them on arriving out, and putting them in the way of procuring employment. Why cannot Canada do likewise? Our future depends upon the amount of population we can induce to come here, and now is the time to strike an energetic blow, more especially when many of the most influential of English papers are writing and exposing everything they can against Canada, and sneering at it on account of its apathy. This country and its resources are quite unknown to many thousands in the mother country. The confederation of the British North American Provinces was designed to make us stronger in every way, and that we should hold out inducements to capitalists to come here and be thus enabled to develop our resources, which in many respects remain almost untouched. Great stress has been laid on the recent acquisition of the Red River Settlement

and its advantages, but what will this avail us unless we hold out the most liberal concessions to tempt settlers to come there, and what is more, make a way to get there. We observe in a contemporary, recently—which makes some pretensions as an authority—an article advocating that England should at once build a railroad to our North-west; but perhaps there would be those at home that would ask the reason why we cannot do it ourselves, and raise the means the same as India, Australia, and the Cape of Good Hope have made theirs; and to show how such a proposition would be received there, we think we cannot do better than quote a portion of a leading article from a prominent London—England—paper. It says: "The Pacific Railway is unquestionably a success. Daily trains pass along the iron way, across the vast plains and through the thick forests. Merchants have recognized its advantages, and bullion is brought via Omaha by rail, instead of via Panama, by steamer. Every one who can afford it—and there are cheap emigrant trains to meet the wants of the poorer classes—can use the great undertaking to his or her advantage. But when so many people travel on the line and so much profit can be made out of it, it is curious the Canadians do not step forward and build a line from the Atlantic coast to the Pacific, through the Dominion. It would be a much better route than the American. There would be no such steep gradients, and fuel is far more plentiful and of much better quality. If the Canadians wish to profit by the great moor, westward, they must stay not on the order of their building, but build at once, and let all the world know and see that they are not a whit behind their Yankee neighbors across the line." We think this quotation speaks volumes, and will show us that we must rely on our own exertions and means, and we cannot see why we should not be in a position to compete with our sister colonies in every way. It is anything but gratifying to Canada to be thus plainly twitted upon our lethargy, but we must admit the soft impeachment.

If a railway is thought too great an undertaking for us, there is another invention that has been practicably tested in England, and found to answer well, it is the wire tramway. It can be carried over any country without more engineering than a Telegraph wire. It is suspended on poles and drawn by horses, and several tons can be easily put into a car at a time, in fact it is an aerial railway, cheap to work, and could be laid down for about \$1000 per mile, and can be done as quickly as a telegraph wire. This might suffice for awhile, until we are in a better position. This tramway is very durable, and in case of an accident, is so constructed that it can be easily repaired. To conclude, we are among those who wish to see the connection between us and the North country more closely cemented if possible. We never wish to see either independence or annexation. Our motto is like the London costermongers, "stick to our standing if we don't sell a ha-porth"; but we feel certain, in order to do this, and to keep our position, we must wake up from our slumbers, and strenuously diffuse a spirit of progress in our public affairs; and those that should at once be taken in hand, are the questions

of Emigration, Agriculture, and the means of opening up a Railway communication to the Red River district. If these are at once assiduously attended to, we feel certain that our Dominion will compare favorably with any of Britain's colonies.

MOVING HARDY TREES IN AUTUMN

We were never a very ardent advocate of fall-planting. There are, however, certain kinds of hardy trees and shrubs that may be planted with safety at this time of year, even if they do not receive any special benefit from the operation. In the latitude of New York City and further south, we should not hesitate, and, in fact, think we should prefer to plant all kinds of hardy deciduous trees and shrubs in autumn, but north of this line, early spring is the safest time. But all hardy trees and shrubs, except evergreens that are to be moved in the spring, will be greatly benefited by being taken up this fall, and all broken and diseased roots cut off smoothly, and then heel-in the plants pretty deep, so that the roots will freeze but little, if at all, during winter.

One of the principal reasons why we advocate this heeling-in system is, that whenever large roots are broken or cut off in digging, it requires some considerable time for the wounds to heal sufficiently to enable them to throw out new fibres. It is well known to every horticulturist that whenever the ends of roots broken or crushed with a spade are made smooth with a knife in the fall, and then buried deeply in the earth, the healing or root-producing process will go on during winter, and new rootlets will be emitted from the wounds in spring much earlier than if this operation had been delayed until the latter season. There are many species of trees, like the maples, birch, and mulberry, that will bleed if transplanted in spring, but when taken up in the fall, their branches and roots pruned, and then heeled-in, they will be ready to grow without any further manipulation except the planting.

Tar is an excellent application for hard, dry, and cracked hoofs. It softens and penetrates the hoof, and gives it a bright, clean appearance; it also closes the cracks. Once used, the hostler will never be without it. Apply once or twice a week.

A REMEDY FOR SLEEPLESSNESS.—How to get sleep is to many persons a matter of great importance. Nervous persons, who are troubled with wakefulness and excitability, usually have a tendency of blood on the brain, with cold extremities. The pressure of blood on the brain keeps it in a stimulated or wakeful state, and the pulsations are often painful. If such rise quickly to the brain, chafe the body and extremities with a brush or towel, or rub smartly with the hands to promote circulation, and it will withdraw the excessive amount of blood from the brain, and they will fall asleep in a few minutes. A cold bath and a sponge, bathing and rubbing, or a good run or a rapid walk in the open air, or going up or down stairs a few times just before retiring, will aid in equalising circulation and promoting sleep. These rules are simple and of application in castle or cabin, mansion or cottage, and may minister to the comfort of thousands who would freely expend money for an anodyne to promote "Nature's sweet restorer, balmy sleep."