

but a matter of a few years till our natural growth of timber for export purposes is exhausted, and it becomes us to see to it in time that our domestic wants in this respect are not in danger of becoming too expensive. Even regarding this as a too remote contingency, there is to be considered the effect of trees from an agricultural as well as a sanitary, and—let us say it—from an æsthetic point of view. We have frequently referred to the influence of trees upon the rain-fall, and their effect in preventing sudden floods, which in many countries denuded of their timber growth cause such disaster to the fields of the husbandman.

The people of our Canadian towns and villages need no recommendation as to sanitary and ornamental tree-planting,—for the trees serve both purposes. What should be done in order to give practical effect to the labors of our forestry meetings is to reach the agriculturists. It is an easy matter to convince the farmer that a growth of maples and elms along his permanent fence-lines would secure to his wheat fields during the winter that shelter and covering of snow which in former years rendered winter-wheat a more certain growth and prolific yield, gave him a good road in any direction without harm to his crop, and, in summer, prevented the drying-up of wells and streams and that sudden parching which now deprives him of pasture and shade for his stock, and obliges him to pursue his plowing, harrowing and summer-fallow labors amid clouds of dust. He knows that there is generally good sleighing along those portions of the country roads where the trees have not been cut down, and that it is only on the woodless portions, whence the snow is soon swept by the whirling, driving blast, that his horses "get stuck," that he breaks his whipple-trees, or gets his ears nipped. He knows this and much more; but he knows also that the assessor on his annual rounds bases his valuation not a little on the general appearance of the farm, and that ornamental trees and hedges mean so much additional taxes. And here lies the difficulty in the way of general tree-planting in our agricultural districts. The writer of this article speaks from personal experience in the matter. When he set and urged the example by planting maples and elms on his farm in Ontario, a few years ago, the shrewd and otherwise practical, but slovenly, farmers in the vicinity simply told him they had no desire to pay more taxes.

Now here is where the hand of the Government might well intervene. Instead of increasing the taxes of the

farmer because of the trees he has planted along his fence and his roadside, let there be a remission of taxes, as in some of the Western States (a very slight remission would serve the purpose), and, our word for it, the entire country, where needed, would in a very short time be planted with young maples and elms, of which there are abundance in every locality in the isolated tracts which have so far escaped the axe or the forest fire. This is especially practicable and necessary in Ontario where the Government has no deficit to brood over, and where of late years, the seasons have been growing more and more uncertain. It would not be necessary to begin the grant of any remission until after the lapse of a few years, when so much for every fifty or one hundred living trees of so many years growth could be determined. But we leave the details to the practical wisdom of our western legislators, merely expressing a hope that the necessary inducement will be extended.

CANADIAN PACIFIC RAILWAY, AND THE NEW NORTH WEST.

The above is the title of a contribution to the August number of "Harper's New Monthly Magazine," by Mr. T. E. Prendergast, and it cannot be uninteresting to Canadians, among whom such wide differences of opinion exist, both as to the railway and the settlement of the country, to learn what is thought of both on the other side of the lines. As to the value of the territory it is said that Winnipeg is "the gateway of a new realm" "about to jump from its present state of trackless prairies, as yet almost devoid of settlement, to the condition of our most prosperous Western States." The territory, bounded on the south by Dakota and Montana, on the west by the Rocky Mountains, north and east by the Great Peace River, and the chain of lakes and rivers that stretch from Lake Athabaska to Winnipeg, is estimated to contain 300,000,000 acres or enough to make eight such States as Iowa or Illinois and two-thirds may be safely said to be available for settlement and cultivation. It is remarked that in new countries the tendency is to underestimate the extent of available land, and reference is made both to Illinois and Iowa, in which States lands which were once passed over as worthless swamps, have subsequently been held at high prices as the best of meadow land. The new Canadian territory is described as a land of rolling prairies and table lands, watered by navigable rivers, and not devoid of timber. The

climate does not come in for much praise. The winters are said to be long and cold, and the summers short and fiercely hot. It is, nevertheless, a land where wheat and many other grain and root crops attain their fullest perfection, and is well-fitted to be the home of a vigorous and healthy race. Such being the verdict of the present day, we are reminded by the author of the paper, of the ideas very recently entertained from the reports of travellers who traversed the country in mid-winter, toiling along day after day on snow-shoes or with Esquimaux dogs and sleds, cold, hungry and shelterless. It was looked on literally as an Arctic region, and was so described, as recently as 1870, by Captain Butler in his *Great Lone Land*. Just ten years later, Mr. Anderson, another English traveller gave a much more encouraging account: "From Poplar Point to Portage la Prairie the land seemed perfection; dry and workable soil, light but rich in the extreme, evidence the magnificent crops of wheat we passed." The blackbirds are bad enough, said a farmer, but there's plenty for us all. In spite of them I shall have 35 bushels to the acre. The article then describes the occupation of this vast territory by the Hudson's Bay Company, and its discouragement of settlers during a long period of years, then the sale of its rights to Canada, and the effort subsequently made to build the Pacific Railway, causing quarrelling, wire-pulling and scandals, until finally the bargain with the present Canadian Pacific Railway Company was completed. The writer in *Harper* anticipates that the growth of the new region will probably be more rapid than that of the Western States, that lie beyond the lakes. The *New North West* "has been suddenly thrown open for settlement, and on terms as liberal as those offered by our Government or land-grant railroads." Adverting to the progress of the Canadian Pacific Railroad the *Essayist* remarks:—"Now it seems as if nothing short of some financial panic, some gross blundering or stupidity, could delay the construction of the railroad or check the flood of immigrants that must surely pour in." The writer discusses the question as to the occupation of the land, and asks whether it can be possible that "the shadow of monarchy" will delay it. He frankly admits that the Government enjoyed by Canada is as free, and fully as democratic, as that of the United States; but he evidently doubts whether Canadian enterprise will compare with that of his own countrymen. It is not surprising that emigrants from Europe should give the preference to a