

## THE MIGRATIONS OF THE AGE.

The following important table exhibits at a single view the number of emigrants from the British Islands for the last eleven years, and the chief places of their destination:

Years.	North American Colonies.	United States.	Australia Colonies and New Zealand.	All other Places.	Total.
1839	12,658	33,536	15,735	227	62,207
1840	32,393	30,542	15,850	1,958	90,743
1841	38,164	45,017	32,625	2,785	118,592
1842	54,123	63,852	8,534	1,835	128,344
1843	23,518	28,335	3,478	1,881	57,212
1844	22,924	43,660	2,229	1,873	70,686
1845	31,803	58,538	830	2,330	93,501
1846	43,439	82,239	2,347	1,226	129,351
1847	109,680	142,154	4,949	1,487	258,270
1848	31,065	168,233	23,904	4,387	248,189
1849	41,367	219,450	32,091	6,590	299,498
Total.	441,034	945,656	142,623	27,680	1,553,993

This is a most valuable memorial in a small and convenient shape. We are surprised that the officers of government, or the leading presses at Washington, do not favour the country and the world with the number of emigrants that reached our shores the last year. We have long been looking for such an item, but looking in vain. Indeed, it were well for some one having access to the documents, to give us the number of foreigners who have come to settle in our country every year since the earliest records—distinguishing the land of their birth. It would be useful both in a practical and scientific point of view.

It is remarkable, in the above table, how large a proportion of the British emigrants prefer the United States, notwithstanding all the exertions and influences used by their own colonies. Last year near three-fourths came to the United States. This is a new proof of the attachment of the masses in Europe to our free institutions, although the aristocracy, and aristocratic writers there, so strongly endeavour to circulate bad opinions respecting us.

It is a new feature in the history of migrations that a large number of the British emigrants are brought over by funds gratuitously provided by relatives already in the United States. A writer in the London Chronicle, July 15, after learning the amount of bills transacted in this way by five houses in Liverpool, estimates that the grand sum of one million sterling, or near \$5,000,000, is thus sent over every year. This, to us, seems almost incredible, though we know of no data for disputing it. Whatever be its precise amount, we know it to be very large, and it is a gratifying item, not only in "the annals of the poor," but of the current history of the world. A future Bancroft or Macauley should not forget it.

If, in addition to 300,000 British emigrants of last year we knew the number of our own to the great West, and the number of Russians to Siberia, and the Germans, Dutch, Norwegians, and other Europeans, who are going out to fill up new countries, we would be able to form a more definite idea of the present great providential movement soon to alter the entire face of the globe. We suppose the whole company will be about one million! And this wonderful current is to continue year after year—and increase in its millions we know not how many fold, until the prophecy is fulfilled that "many shall run to and fro, and knowledge shall be increased."

These modern migrations differ from those of preceding ages in many points, and among others, by their *continuity*. When the Saxons came to England, an entire community seems to have come all at once. So came the Goths to Spain, and the Franks to Gaul. The Helvetians of old, according to Cæsar, when about to migrate, burnt their cities and towns, destroyed their improvements and fields, and left ancient paternal homes entirely desolate. Of the modern Hungarians, it is curious that they were so instantaneously cut off from all communication with their former seats, that they have been completely forgotten, and even now they have not found out what country they came from. Professor Ermah, the late traveller in Siberia, thinks from philological grounds, he has found their original seat in that cold far eastern land along the river Irtysh.

But the modern migrating nations exhibit no signs of exhaustion. They are, in truth, the most vigorous and flourishing of the whole European or American stock. It is remarkable how few go out from the thickly-peopled Roman Catholic countries of the South of Europe. If migration is to fill the vacant world, as seems very certain, it will be happily filled with the best and most intelligent races; another indication that the destiny of the present great movements of mankind is for some improved and exalted future. The North of

Europe was formerly called the Northern Hive. It is entitled to that appellation still, though the migrating area in the North has greatly enlarged.

It is a most interesting and useful employment to study carefully the map of the world, and learn how much land is yet vacant and to be occupied, and how soon these migrating forces will enter upon it. In this way by learning the physical condition of each region, considered as a home for the human family, it is possible to calculate in advance how numerous a population each one is capable of supporting; and how great a proportion of these will remain of the old races, and how many of the new; and thus the future condition of the entire habitable globe may, in some most important respects, be made to stand before us. To do this much knowledge is requisite of the past and present state of all countries, and of the current of history in former ages and in our own day; then we may more easily judge of the course and bearing with which this current is now setting off, so majestically and irresistibly into the great future.—*Newark Advertiser*.

## Sea Steamers.

The first regular sea steamship commenced running between Scotland and Ireland in 1818. After this, sea coasting steamers multiplied with great rapidity in England; but their adaptability to ocean navigation was long esteemed problematical by many, who were termed "the most scientific men of the day." The year 1838 was a new era in steam navigation. On the 23d of April, the Great Western, an English steamship, entered New-York harbor, and from that period there has been regular communication by steam between Europe and America. When we look back to the early Atlantic steamships, we see that it was no easy matter to establish and render ocean steam navigation successful. The Great Western, British Queen, Great Liverpool, and, alas, the unfortunate President, were all failures, excepting the first. In 1841, "Cunard's Royal Mail Line" was established to run between Liverpool, Halifax, and Boston. This line consisted of five noble vessels, of 1,400 tons burden, built on the river Clyde. For seven years, they maintained, exclusively, punctual communication, every week in summer, and every second week in winter, between the Old and New World. In 1847, America sent out her first ocean steamship, the Washington, which was succeeded by the Hermann. These vessels established an American line between New-York, England, and Bremen. By way of allusion, it should not be forgotten that France commenced a line of steamers between Havre and New-York, in 1846, which turned out to be a very unfortunate affair—they ceased to run in twelve months. In 1849, almost all the old vessels of the Cunard Line were sold, and new ones, of a very superior character, put in their place; the line was also extended to run alternately between Liverpool and Boston, and New-York.

The year 1850 marks a memorable era in the advancement of ocean steam navigation. On the 27th April the Atlantic left New-York on her first Atlantic voyage to Old England; and since that time, her three noble partners, the Pacific, Baltic, and Arctic, have taken up their places in the line. These steamers are the largest vessels in the mercantile marine in the world; conjointly, their burden is 12,000 tons. They are truly "Leviathans of the deep."

The discovery of gold in California, by the extraordinary emigration from the Atlantic to the Pacific shore, aroused an energy, and called into existence a spirit for rapid transit, which has been the cause of a most extraordinary multiplication of steamships to meet the demands of mercantile excitement. Two years ago, there was not a single steamship running on the Pacific; now there are ten regular packets running between San Francisco and Panama. Two years ago, there was not a single steamship running regularly from New York down the Gulf of Florida, at the present moment, there are no less than eleven. The mails leave every week for Chagres, where they are discharged, and transmitted across the Isthmus; from whence, at Panama, on the Pacific, they are carried by American steamers to California. Since the year 1850 commenced, no less than twenty-nine ocean steamships have been finished, or are now being constructed, in New-York, Philadelphia, and Baltimore. Their average burden amounts to 42,097 tons. These comprise all the Collins steamers, and the new steamers Franklin and

Hamboldt, of the Bremen line. This, to use a common, but pithy expression, is "going it with a rush." Never, since the world began, has been such activity in our dock-yards and machine-shops. And what is all this going to amount to? Well, the half is no more than told. In Europe, the same activity and progressive spirit is manifested. One single company, the Peninsular and Oriental, have lately ordered fourteen new steamships to be constructed; and another company, the West India and Brazil, will soon, in addition to their present fleet, have five new first-class steamships, like the Asia and Africa, the largest of the Cunard Line. At the present moment, the Atlantic is bridged by five lines of steamships, numbering twenty-six first-class vessels, and, before 1851 closes, it is supposed there will be at least twenty more running. Next year the Pacific will be bridged, and China and California united by a steam line belonging to New-York. All mankind will soon be next-door neighbors; for fleets of steamships cover almost every sea and ocean, and every nation in the world is looking on with wonder at the Anglo-Saxon enterprise and adventure of America and England; for these two great nations, divided by the broad Atlantic, are now linked together by a steam bridge, whose number of arches amount only to twelve days. The same mighty agent, which, by the locomotive, conveys with unparalleled celerity and punctuality the news of the day, with almost the same punctuality carries similar intelligence over the rough paths of the ocean, fearless of "the winds, the waters, or the weather." The benefits of steam navigation are inestimable—the steamship is a humanizer. The facilities for travel are greatly extended by steam navigation, and the tendency of the people of different nations meeting and travelling often together, is to promote unity and universal concord.—*Phrenological Journal*.

## The Farm.

## WOODLAND.

Wood, both for fuel and timber, is becoming an important subject throughout all parts of the country that have been long settled. Railroads have become common in many sections, and the shrill whistle of the steam engine reminds us of the vast amount of fuel, consumed by these voracious fiery steeds.

In many places, in farming regions, all the fuel as well as timber is brought from distant places, and at great expense. At the same time, in such places, there are waste lands sufficient to produce all the wood that is needed. A part of these lands would produce a good crop of wood before the other lands will be all improved, so that for the use of land, in such way, there would be no outlay, but on the contrary, they would be greatly improved by raising a crop of trees on them.

This, at first view, may appear strange.—That a piece of poor land should produce thirty cords of wood in twenty years, and the land become enriched meanwhile, is a fact not only well known, but it is easily accounted for. Take a large tree, root, trunk, branches, leaves and all, and consume it in a fire, and all that remains of it is a small quantity of ashes. All the rest has been scattered to the winds, and these elements that have been dissipated in the air, all came from the atmosphere. All that came from the earth is the small quantity of ashes that remains.

Now as a large crop of leaves is produced annually, which fall to the ground and enrich it, this constant addition of fertilizing matter renders it very productive, in the course of fifteen or twenty years, while a good crop of wood is growing. Lands thus renovated, are better than old lands for almost every crop, particularly for fruit.

The subject of raising wood is one of great importance in most parts of the country, and owing to the value of land in regions where this would be a profitable business, every one who goes into it should examine the subject well, and determine on the best kind of trees adapted to his soil, and the best mode of propagation and management.

In regard to cutting trees on woodlands, there is frequently a very injudicious course pursued. Many years ago, it was a common practice both in Europe and in this country, to cut out the decaying, and the largest trees, leaving the more vigorous and younger trees to grow from the more room that was allowed for their expansion. This plan seemed very plausible. But experience showed that the smaller trees grew but slowly, and that they shaded too much for new trees to start from the ground; so that after many years the old

growth was cut away, and there was no new growth to take its place.

For some time past a new course has generally obtained in Europe, and the same plan has been pursued by the most judicious managers in this country. This mode is to cut off all the trees, perfectly clean, as far as necessary for use, or for sale, where there is a good crop, and a good market. The consequence is that a new growth starts up suddenly, and all the trees have an equal chance, and a new and large growth, is produced in a short period.

The growth of wood, under this plan, is four times as great as it is under the old system. We now have in our view, a fine wood lot, where the large and decaying trees were cut away, and after this course had been pursued for twenty or twenty-five years, there was no growth left excepting a few scattering trees; but near by, where the old growth was all cut off at once, in the course of the time here named, a new, handsome, and heavy growth was produced.

The results of different modes of management have a great effect, even where statements as to the mode we have recommended, and reason, therefore, may fail to have an influence. Some practices that have been long pursued, and that appear very reasonable, cannot be done away at once by statements, and a new course of reasoning, or by facts. Yet, examples would afford convincing proof. Aborigines will become a great branch with the farming community.—*N. E. Farmer*.

## Tool Shop for Farmers.

Every farmer ought to possess a variety of tools, such as are needed in repairing farming implements, fences, gates, and pens; and for doing such work generally, as will always be required on the premises, and which every person may acquire the habit of doing, although he has no mechanical trade. How often does a nail give way, and hence a board becomes loose! If he has nails and a hammer at hand, a few minutes will be sufficient to make it secure. Whereas, if permitted to remain insecure, it may fall and be broken, so that a new one will be required to supply its place. How often will the fastenings on a gate or door demand attention, to prevent destruction from the wind, as well as to keep the stock from going where they ought not. How often does a rake tooth or an axe handle get broken; a hoe handle become loose in its socket; an ox-bow pin get lost; a floor plank in the stalls become damaged. If he has tools and materials at hand for making repairs, he may do it himself in half the time to be occupied in going after a mechanic to do it; besides, if he does it himself, he does not have to pay another person for doing it.

To do these things, he must have hammers and hatchets, gimlets and augers, chisels and gouges, drills and screw-drivers; saws and files, squares and compasses, pliers and pin-cers; also, a punch, a vice, an adze, a drawing knife, a gauge and, perhaps, twenty other articles, the cost of which is not much, not equal to what they will enable a person to save in a single year, if he uses them as he may.—Besides, the time generally taken in such acts would never be missed; it is fragments of leisure about the season of meals, or stormy days when nothing else would be done. With such habits of attention to the farming implements, and to the various fixtures on the premises, whenever a job of work is to be undertaken, no delay is caused by the want of instruments to effect it. This is the secret why some farmers get along with their labour so much better than their neighbours. They do not have to wait a day before beginning any specified operation, in going after a carpenter, a wheelwright, or blacksmith, after the laborers are personally ready to engage in it.—*Blake's Every Day Book*.

## Keep your Stables Clean.

Cleanliness in the stables and yards is as essential to the health, comfort and thrift of your stock as to yourselves, children, and servants. Standing in cold muddy yards, and lying down in the filth of stables, especially during severe weather, is a direct loss of food and condition. If dry and warm in cold weather, animals will thrive better on one half their accustomed food, than with all, if these conditions are neglected.—*N. Y. Agriculturist*.

## To Remove Warts.

Wash them in strong solution of potash and let it dry on the warts. If this is done two or three times, the warts will sometimes disappear.