

## arks

point of daring, yet never respect as good society-defi. His was the genius of

ch his charm shows most ocrat of the Breakfast Ta- 31, when fresh from Har- small papers under this ti- land Magazine. Twenty- returned to this happy in- povers matured, having ight, and reputation, to ion what had been a flash Here, and in "The Pro- his own inimitable way, as the boarding-house connects a dozen or more racters, each fresh from the Between them the conver- d forth, now grave, now goes characters of the talk- re for love-stories, there is e threading through each ooks he shows his swift mting. He speaks of "the all John," of "the young to the city to be finished of life," of "our landlady's jamin Franklin after the er of that name—a high- ant," of "the poor relation ombazine," among those fast-table with the Auto- see each of them, painted ence, before ever they and, too, are the perfect and of pensive sadness ancholy or depressing be- hope and faith. The death an in "The Professor" is, but not too mournfully, s that life is not all humor e full of deep and serious ce. And here we find the rpolated. It is a kind of re than a clever stringing has a serious and deep e all, above epigram and ed life-story and human n the sublime good sense, e, the human wisdom and or of the writer's person-

nce of "The Autocrat" is, me none the less for any- a." I could venture to who have" not read "Dr. stirred up a desire to dis- in never bear fruit of dis- at all of you who have im all the more for any-

## Montreal

d be the first to go to the e ballots for the Borden e said that the spectacle ters going to the polls on- ions and voting squarely eralism, appeals to race e other arguments was a erations would always of the French-Canadian

r Province" was proposed y Mr. R. Guy Harwood, speaking in English, made to the English-speaking take a greater interest in ure, for their interests body. He reviewed the regimes, and held that the better than that which d so unanimously by the then the Mercier Govern- in power. He contended election had not been held en years, as in every case been trampled underfoot. ent was not, however, in- red that if the Conserva- d together victory would on as the election takes

## LWAY TRAFFIC

mileage of the United e of 1906 amounted to f 216 miles over that of The paid-up capital in 1905,000 in 1905 to \$6,434- e number of passengers l lines in 1906, not includ- season tickets, was 1,240- fares amounting to \$249- ed, against 1,190,022,000 \$342,600,600 collected in quantity of merchandise gregated 401,139,000 tons, ts amounted to \$282,657- 000 tons and \$291,971,083 naking the total gross re- : \$525,658,545 in 1905 and 1905 and \$44,754- brings up the total gross 1905 and \$586,139,655 rately. The total expendi- to \$363,989,270, an in- over those of the preced-

## Forest Reserve

**A**N important announcement was made at the Dominion Forestry Convention here yesterday by Hon. Sydney Fisher, who told the forestry enthusiasts that the Dominion Government had decided within a very short time to set aside the whole vast area of the eastern slope of the Rocky Mountains for all time as an inalienable forest reserve, says the Montreal Gazette of March 13th. This included, he stated, the whole region of the foothills from the boundary almost indefinitely north as far as the timber went, and it would be preserved from settlement, but from time to time cut over under strict regulations, so that it would constitute for all time a permanent natural asset to the West, which needs timber so badly. The announcement was heartily cheered by the convention, which includes in its attendance representatives of most of the provinces, as well as lumbermen and others from all over the Dominion.

During the course of the day Mr. Robert Meighen, in the course of a forcible speech, declared that neither the Dominion nor various provincial governments were doing their duty in regard to the conservation of the forest wealth of the country.

That neither the Dominion nor provincial governments are doing their duty in working to preserve the forest wealth of Canada for this and future generations, was the opinion expressed by Mr. Robert Meighen yesterday afternoon at the Dominion Forestry Convention in a brief and forcible speech. And, without thinking of politics in such a connection, there seemed to be a general assent to that proposition. In the course of a long discussion of the various dangers that assail the forests of the country, the conclusion was at once reached that fire was the worst, and that quite inadequate means were as yet being taken by the various governments to guard against this, to such an extent that some large lumbering concerns are undertaking the employment of fire rangers for themselves. A further danger in this direction, it was pointed out, had arisen since the starting of construction work on the new transcontinental railway, which will run through some of the finest forest lands in the Dominion. It was stated by several speakers that the Italians and other foreigners employed on the construction work were perfectly indifferent whether they started forest fires, or not, with the result that considerable damage had already been done, and there was liability of much more in future, without considering the danger from the railway itself when it should be in running order. It was this consideration which brought Mr. Meighen to live up the discussion.

Another feature of the question of the national forest wealth which was discussed, and will probably be taken up still further today, was that of the deliberate denuding of the whole face of the country by farmers and settlers, who regarded the woods as their natural enemy, and ruthlessly cut them down, with results that were already becoming apparent in the older portions of the country.

This matter was brought up by an interesting paper contributed by Mr. E. G. Joly de Lotbiniere, in which he recounted the experiments begun by his father on the seigniorie of Lotbiniere 30 years ago, and still continued. The plan adopted on this estate to preserve the forests from the recklessness of the settlers was by creating compulsory timber reserves on every piece of land sold. This was done by a clause in the deed of sale providing that a certain portion of the lot should never be cultivated, but should be preserved as a permanent wood lot for the use of the purchaser and those coming after him, with a proviso of a penalty of \$100 for each infraction of the clause. The lots were so arranged that in all cases they should be contiguous, so as to preserve something in the semblance of a forest.

This plan, Mr. de Lotbiniere said, had been in continuous use for 30 years, and had proven entirely successful, the settlers not only strictly observing it themselves, but keeping jealous watch upon their neighbors to see that they did not infringe upon the timber reserve. As a result, during the whole time the penalty clause had not once been called into play.

In fact, so successful has this plan proven that Mr. de Lotbiniere recommended that the Forestry Association should use its influence with the various governments to have some such plan adopted by them. This, however, started a considerable debate, which was opened by Mr. Thomas Southworth, deputy minister of Crown Lands of Ontario, who, while he warmly endorsed the principle of the plan, doubted if it could be enforced through the years in so democratic a country as Ontario or any of the other provinces. This view was taken by several other speakers, and the discussion became so interesting that it was adjourned until today.

## Churchmen Took Part

This was the first time in years that the Dominion Forestry Association's annual convention has been held in Montreal, and was marked by several innovations that proved decidedly interesting to the visitors from other provinces. Not the least of these was the keen and practical interest displayed in the association's work by the leaders of the Roman Catholic Church. The dais of the exchange room at the Board of Trade was graced by several bishops and other dignitaries, who took a lively part in the convention. Amongst the Fathers of the Church present were Archbishop Bruchesi, Bishop Racicot, Mgr. J. U. K. Laflamme, Dean of the Faculty of Arts at Laval, and Canon Dauth, of the same institution. Every one of these contributed to the success

of the day's work, Archbishop Bruchesi giving an address of welcome, in which he referred with evidence of practical knowledge to the forest problems of the country, while Mgr. Laflamme, who is a recognized expert on forestry, contributed an able article, showing the disastrous consequences of the ruthless manner in which farmers throughout the country have been and are using the forest resources of their farms. Canon Dauth also gave an address, while Mgr. Racicot opened the general discussion, so that the interest of the Church militant in the fight of the association was very much in evidence.

Another novel feature was the introduction of the bi-lingual system into the work of the association. Hitherto it has been conducted in English, but in order to create more interest in the work in so rich a forest region as the province of Quebec, it was decided not only to introduce the use of French into the discussions, but to have the official reports published in both languages. While most of the discussion was conducted in English, Mgr. Laflamme read his paper in French, and it was partly debated in the same tongue. Mr. de Lotbiniere, however, presented his paper in English.

An air of formality was given to the opening session by the presence of Sir Louis Jette, lieutenant-governor of the province, with his aides de camp in uniform, to open the convention, which he did with a brief speech in commendation of the work of the association. His Honor was accompanied by President H. M. Price, of the association, Archbishop Bruchesi, and Hon. Sydney Fisher.

## Mr. Fisher's Announcement

Hon. Sydney Fisher, minister of agriculture, made an excellent speech, in the course of which he aroused hearty cheers by announcing that the Government had decided to greatly extend its forest reserves in the West.

"In appearing here today," said Hon. Mr. Fisher, "I speak for the Government in saying that it is most earnestly enthusiastic in its desire to preserve the forest wealth of those lands over which we have control. In pursuance of this we have during the past few years added vast sections to our forest reserves in British Columbia, as has been advocated by your association. I am now able to say to you that it is the decision of the Government in the near future that the whole eastern slope of the Rocky Mountains, stretching from the boundary line northwards almost indefinitely, shall be set aside as an inalienable forest reserve. (Loud cheers.) That, however, does not mean that the trees and produce of this immense region shall not be utilized by this and succeeding generations. To properly conserve that it is necessary that the wood crop should be gathered year after year, time after time, and utilized in the best manner for the benefit of the people of this country. The people of the West will not be deprived of the products of this region; but the lumber will be from time to time cut for their use under proper forestry regulations, in such a way as to conserve its resources for all time, yet so as still to supply the immediate necessities of the settlers on those western prairies where lumber is so hard to get." (Applause.)

Speaking as a farmer, Hon. Mr. Fisher dwelt at length on the necessities of the land in the way of wooded protection to conserve the moisture and regulate almost the work of the seasons, and paid a warm compliment to the Roman Catholic clergy of this province for their wise and patriotic work in teaching these principles to the farmers. He regretted to say that the farmers of Quebec were perhaps the worst offenders, against nature's laws in this regard in the province, and expressed the hope that through the work of the schools and clergy of the province they might be educated to a proper appreciation of the necessity of a proportion of woodlands before it was too late.

Mr. W. W. Price, assistant chief of the department of forestry at Washington, which employs some 13,000 people, also gave an excellent address, in which he briefly outlined the work of the department in administering the 160,000,000 acres of forest reserves they controlled. The real problem, he considered, both in the United States and Canada, was to awaken public sentiment to a realization of the necessity of stopping the terrific waste of forest products that had been going on for so long. As matters stood the whole available supply of standing timber in the United States would be used up in 20 or 30 years at the present rate of consumption, while in many districts the end was already in sight. It was to prevent such a catastrophe that they were working, and he regarded the case as far from hopeless, with the certainty that their campaign was already bearing fruit.

In a discussion later on as to the greatest enemy the lumber interests had, Mr. Robert Meighen, who has large lumber interests in New Brunswick, declared that one of the greatest foes of the lumbermen was the ignorance of the people and the apathy of the governments.

"As the servants of the people," he asked, "have the governments of the provinces and the Dominion risen to the occasion and adopted proper legislation to conserve the forests for this and future generations? I say they have not. In Quebec and New Brunswick the new Transcontinental will pass through hundreds of miles of the best timber land, and it will be depleted by that road through forest fires, not only by trains, but through the carelessness of those engaged in construction work. It is high time that the governments concerned saw the danger, and legislated to protect these interests."

## MEXICO A SAFE LAND



R. E. S. CLOUSTON, vice-president and general manager of the Bank of Montreal, who arrived yesterday from the City of Mexico, stated that property interests in the Republic are really safer than in the Dominion of Canada, says the Montreal Gazette in a recent issue. He was never more impressed with the stability of that country and of the soundness of its financial and commercial position than during the present visit.

Mr. Clouston and party remained in the capital of Mexico about a week, and says that no one could converse very long with Finance Minister Limantour without realizing the eminently powerful character of the men whom President Diaz had been able to gather around him. President Diaz was, said Mr. Clouston, proud of his Indian blood, and, in fact, the Mexicans of all walks of life looked up to him as their trusted chieftain; hence the great hold he had upon the people and the stability of the state.

Mr. Clouston said he had heard many good things said of the vice-president, Senor Coral, who appeared to be a man trained on the same lines as Senor Diaz. The vice-president of the Bank of Montreal added that it could not be expected that Mexico should escape the effects of the general financial stringency, as a result there was a depression in mining operations, and, as the Republic was a very large exporter of metals, the effect of this would probably be felt for some time to come.

Mr. Clouston said he was very well pleased with the success attending their banking venture in the City of Mexico, for he found that their branch in the capital was doing at least two-thirds of the exchange business of the country during the recent financial troubles. As a matter of fact, he had found Canadians and Canadian institutions extremely popular with both the official and mercantile world of Mexico, which could not but be profitable to those who were promoting more extended trade relations between the southern republic and the Dominion of Canada.

"Did you see anything like a rapprochement between the people of Mexico and those of the United States as a result of Secretary Root's visit to the Mexican capital some few months ago?" was asked.

"No, I cannot say that I saw any evidence of this," was Mr. Clouston's reply, and he significantly added: "The Canadians are very popular in Mexico at the present time." Mr. Clouston had the pleasure of meeting the famous English engineer, Sir W. Pearson, who has constructed so many of the leading public works of Mexico, one of his latest being the Mexican Transcontinental railway, which has been built from Coahuila, on the Gulf of Mexico, to Salina Cruz on the Pacific coast, some 145 miles. This road, Mr. Clouston said, has been such a great success that a double track will probably be laid in the very near future. All of the raw sugar from the American possessions in the Pacific for New York and elsewhere was carried over this railway, and, as there can be no competition until the Panama canal is completed, say ten or twelve years hence, the amount of traffic for this road could be easily calculated. Mr. Clouston observed that even when the waterway was cut through the Isthmus it would be very difficult to divert the tremendous volume of trade which would then be taking the Mexican route.

"On the whole," said Mr. Clouston, "Mexico cannot but have a very great future. They have immense resources still undeveloped or scarcely touched, and the governments of the Republic of the several states as well as of the large cities appear to have fallen into excellent hands, and, as for vested rights, they are as safe as in any country I know of, even safer than in Canada."

Being asked if there was anything new in the rumored amalgamation of Tramway with the Mexican Light, Heat & Power company, Mr. Clouston said there was not, although he believed that it would be the right policy for all concerned if they could be brought together. As for the power company, he said that everything pointed to a very successful enterprise, the one temporary drawback being that business had come so much more rapidly than they expected, while the amount of coal to be purchased, pending the completion of their big dam, which will be finished in about ten or twelve months, had been a good deal more than they had anticipated when work was commenced.

Mr. Clouston had traveled through a good portion of the United States on his way to and from the City of Mexico; it was suggested to him that he must have heard a good deal of American politics while en route. Yes, he replied, and he was surprised to hear in several parts of the South that President Roosevelt was well considered. In fact, he had been told in the state of Missouri that Roosevelt and McKinley had been the two most popular Republican presidents that the South had ever known.

The rapid consumption of the world's timber reserves, says the Springfield Republican, gives interest to a recent survey of the great Kenia forest in Africa, the tropical continuation of a line of forest running through Cape Colony, Natal, and the Transvaal. According to a recent colonial report of the survey, it is 287 miles long by eight broad, and comprises 1,000,000 acres of timber at a height between 6,000 and 9,000 feet above sea level. It is estimated that the total value is \$115,000,000, the interest on which would exceed the total expenditure of the East Africa protectorate.

During a storm a crane in the shipbuilding yard of Messrs. Beardmore & Co., Dalmur, was blown down, doing great damage, and with two men, fell into the river. Both men were drowned. The crane was being used in connection with the construction of the battleship Agamemnon.

## Germany's Aim



OUNT Paul Wolff-Metternich, the German ambassador, was the guest of the London Chamber of Commerce at a dinner at the Trocadero, says the London Times of recent date. Sir Albert Spicer, M.P. (President of the Chamber of Commerce), occupied the chair, and among those present were Lord Joicey, Lord Claud Hamilton, Sir Felix Schuster, Herr Wilhelm von Stumm (Councillor of the German Embassy), Dr. H. Johannes (Consul-General for the German Empire), Herr Otto Krauel (vice-president of the Hamburg Chamber of Commerce), Mr. Charles Charleton (chairman of the council of the chamber), Sir Edgar Speyer, Baron Bruno Schroder, Sir George R. Palmer, Sir Max Waechter, Mr. Stanley Machin, Sir Henry Kimber, M.P., Mr. Algernon Law (Foreign Office), Sir Roper Parkington, the Agent-General for Western Australia (Mr. C. H. Rason), the Brazilian Minister, the Consul-General for Roumania, Lieutenant-General J. Wimburn Laurie, Mr. J. G. Colmer, and Mr. Charles E. Musgrave (assistant secretary of the chamber).

## After the health of "The King."

The Chairman gave the toast of "The German Emperor."

The German Ambassador, who acknowledged the toast, said that his Imperial Majesty would be much pleased when the telegraph apprised him that the London Chamber of Commerce had honored his Ambassador with an invitation on that occasion. The Emperor cordially reciprocated any symptoms of good will that came from this country, for which his Majesty had always had much esteem and consideration. (Cheers.)

The Chairman, in opening a discussion on "Anglo-German Relations," said that he believed men of commerce could do a great deal to promote and maintain friendly feelings between the two countries.

Lord Joicey, Herr Otto Krapel, and Sir Henry Kimber, M.P., having spoken,

The German Ambassador, in reply, said that he was glad of that opportunity of stating his views on the subject of Anglo-German relations. It seemed almost superfluous that he should do so after having listened to many friendly assurances towards Germany which had been given on that occasion. He could only endorse what they had said and express the wish that the same friendly sentiments might spread and prevail outside that assembly. (Hear, hear.) The underlying substance of what constituted the relations between nations was partly real, partly imaginary. So far as it was real he had much confidence in the relations of our two countries, and he should give them presently the reasons for the confidence which he felt. With regard to the imaginary side of the question he was less confident. They could not catch a phantom, and the will-of-the-wisp was a bad guide. They must patiently wait till those bogies disappeared. If they were constantly told that their neighbor was a bad fellow who meant to harm them, they naturally grew suspicious of him but if year after year passed quietly by, and they perceived that their neighbor was peacefully looking after his own affairs without unduly interfering with theirs—when, furthermore, they even saw in their neighbor a disposition to make many a good bargain with them, the warnings of those who painted him black would die away unheeded. (Hear, hear.) Let them look at the actual facts by which the relations between Germany and England were guided. There was through centuries an unbroken record of amity between them (cheers,) down from the Middle Ages, when the German empire held a commanding position in the heart of Europe and the Hanseatic league carried on with England a flourishing trade to the remotest part of the then known world up to the present time when reunited Germany had again become powerful in the council of nations. There was no skeleton hidden away in a cupboard that stood between us and that might show its ugly form at an unpropitious moment. (Cheers.) The same could not be said of every other nation with whom each of us had relations. This was something to be good on the balance-sheet. (Hear, hear.) Although it would be unwise to sever the ties which connected us with bygone days, he did not wish unduly to lay stress on what had happened before. We were principally concerned with the present day and with the times to come.

## Commercial Rivalry

It had often been said that the growth of German industry and commerce had become an obstacle to friendly relations between us. It had often been repeated that the making of goods, the transport, and selling of them had raised such competition and jealousy between us that our relations must necessarily suffer under the strain of commercial rivalry. His very presence with them that night, he said, "beats and defeats that view" (cheers)—anyhow, as far as the London Chamber of Commerce was concerned, a body perhaps quite as capable of judging trade relations as other people who were not concerned with trade. Good relations were the strongest protection, stronger even than armies or fleets. (Hear, hear.) Under the protection of good relations both countries remained victors, and neither became vanquished or a sufferer. This was not the first time that he had had the honor and pleasure of being invited by an English chamber of commerce, and the more he saw and learned of the commercial world of England the more he became convinced that there were no stronger supporters of good Anglo-

German relations than they were. (Cheers.) If this was so, it showed conclusively that trade did not stand between the two countries. The enormous volume of Anglo-German trade formed, on the contrary, a link between our two nations, a pledge for the continuance of undisturbed relations, and a guarantee, perhaps the strongest of all, that, as in the past, so in the future, there should be no serious strife between us. (Cheers.) He had observed with much satisfaction that an arrangement had been come to lately in a sphere where a good deal of commercial friction had been going on for some time. Competition between different lines of steamships, or indeed in any other branch of business, and the friction which might result therefrom, was by no means restricted to the ships of different nations. The quarrel might equally happen in one's own country. But he was extremely glad that the shipping interests of the two countries had been brought into line by mutual agreement. (Hear, hear.) In no sphere of commercial activity had Germany made such strides as in her shipping trade, and it was perhaps but natural that the English elder brother should have felt somewhat uncomfortable when he saw the young giant stretching his limbs. That was why he was especially glad that they had "buried the battle-axe," and had come to a friendly understanding almost all along the line. (Cheers.)

## International Questions

The last subject which he wished to touch upon that evening lay in the realm of international politics, and had stood for some time in the foreground of public discussion. The condition of the Balkans had been, and was, a matter of much concern to Europe. It was a sad sight to witness the lawlessness prevailing in Macedonia, the bloodshed, the assassination, and the plunder which had been going on there for a long time among the population of the different races. The German government most seriously hoped that steps might be taken by the European powers to put a stop to the massacres in Macedonia. (Cheers.) Their policy and efforts were therefore directed towards the united action of Europe in order to bring about useful reforms. There was another matter which had been engaging public attention within the last few weeks—namely, the proposed Austro-Hungarian Sanjak railway, and as it had been much discussed in the press, perhaps he might also say a word on it. The German government had, of course, not the slightest reason for not looking with sympathy at the railway scheme to which their friend and ally was entitled by treaty right. Any railways in Turkey would be welcome to Germany as a means of pacification, of spreading trade and commerce, of opening up the country, and so restoring those unhappy regions to a condition more in accordance with civilized life. (Hear, hear.) It was, however, an utter fabrication, and one that had been repeated almost daily for some weeks by the Press, that Germany had instigated her ally to build that railway. The Austro-Hungarian Monarchy was best able to judge for herself what was in her own economic interest. (Hear, hear.) Reverting, in conclusion, to the subject of Anglo-German relations, he remarked that trade, though an important factor, did not fill up the full measure of our relations. There were other considerations which, though of a less material, were yet of an equally important nature. For instance, both of us were an upright, honest, truthful, peace-loving, and strong people. Both countries were carrying on a civilizing mission in the world with the same seriousness of intent and purpose. Let the two countries be mindful of the true meaning of this, and they need not be afraid that their relations would ever be disturbed. (Cheers.)

## THE POLAR RAILROAD

The polar railroad in Lapland carries iron ore to the ice-free port of Narvik on the Atlantic, is patronized by tourists, and promises to become of some international importance, for it is to be linked with the continental system of railroads by a line, now building, that will join it to the northern terminus of the Finland-railroad system.

Then the polar railroad, illuminated in summer by the midnight sun, will be in direct communication by rail with roads that lead to St. Petersburg, Constantinople, Samarkand, Vladivostok, and Peking. It will complete a new through all-rail route across Europe-Asia between the Atlantic and the Pacific.

Thus the only arctic railroad will have more than local interest. Only a few years old, it is changing the aspect of south Lapland. Narvik has grown from nothing to a flourishing town of 7,000 inhabitants, with docks and shipping. Six trains reach the port every day with iron ore to be shipped to British and German smelters, and the road has greatly lessened the length of the journey required to reach certain points in the north.

Paris, for example, is now only four days from Narvik, and from this port the traveler may go by steamer to Spitzbergen or to North Cape, so that Paris in summer is only six days from North Cape and ten days from Spitzbergen. The polar railroad is bringing some northern regions a little nearer to the rest of the world.

Lady Steel, at Edinburgh, denounced as shameful the fact that the man who would pay a boy of ten or twelve three or four shillings for simply carrying his clubs round a golf course should offer a girl of nineteen or twenty three shillings for a week's work.