

A NEW OCEAN STEAMSHIP LINE.

The London "Shareholder" of 5th instant makes the following reference to a line of Manchester steamers:

"The directors of the Manchester Ship Canal Company have succeeded in their efforts to raise capital for a new line of ocean steamships to ply between Manchester and American ports. They interested Sir Christopher Furness, the shipowner, in the enterprise, and he undertook to find £150,000 of capital if £200,000 could be locally raised privately. This amount has now been guaranteed in Manchester and the district, two-thirds of it in sums of £500 and upwards, and the rest in smaller amounts. The company will be forthwith launched, and subscriptions for £250,000 in debentures asked from the general public, but it is not intended to raise any additional share capital, the £600,000 which the above will give being deemed sufficient. It is intended to build five steamers of from 8,000 to 10,000 tons (dead cargo and 800 head of cattle) capacity, and able to steam twelve knots an hour."

It is only a week or two since a deputation of gentlemen from Manchester visited Montreal to see what inducements that city would offer if the projected line should run to the St. Lawrence. They did not get all they seemed to want, but they got some encouragement.

WHAT IS PULP WOOD?

A somewhat novel and interesting case is reported in our "Legal Intelligence" this week. Mr. De Hart, of Newcastle-on-Tyne, the owner of the "Reidar" (s), sued Forslind & Co., of West Hartlepool, for £81 5s. additional freight claimed on a cargo of timber shipped at Narva which he alleged was not in accordance with the description in the charter-party. The cargo was described as "pulp wood." This commodity, as is well known in the trade, consists of round white fir logs of no particular length, but at the commencement of the trade they were shipped in lengths running from 4 to 6 feet. Latterly, however, much longer logs have been shipped, running up to 24 feet and over. Of course these logs have to be cross-cut at the pulp mills to fit the size of the "devil" or macerator. These long logs being similar to ordinary mining timber, the claim of the shipowner was that this wood was wrongly described, and the freight should be paid as for mining timber on account of difficulty of stowage and the ship not being able to carry as large a quantity as she could if the logs had been shorter. The defendants won their case very easily, their witnesses not being called, the testimony on behalf of the plaintiff being so contradictory as to the customary length of pulp wood that the judge decided without any hesitation in favor of the defendant.

WARNING NOTES.

Joaquin Miller, who has recently written in a much more sober-minded style about the Yukon, sounds several useful notes of warning in a recent letter to the San Francisco "Examiner." Thus he states, that without the slightest evidence of the existence of gold lodes—the ground being covered with frozen muck or glacier for a depth of from five to fifty feet—many hundreds of quartz claims have lately been located and registered in the Dawson district, with a view to sale either to foolish tenderfeet or else to wily promoters, who will, by means of unproved and probably worthless claims thus acquired, float bogus companies in the United States and England. None but a fool will buy a quartz claim in the Yukon, unless first proved on the best and most trustworthy authority to be not only gold productive, but rich almost beyond precedent. In such a land as the Yukon, a gold quartz claim must be of at least five times the average value of a like profitably workable claim elsewhere, having regard to the extreme cost of labor and machinery, and the great difficulty of mine development.

Another point made by Mr. Miller, and well worth noting by would-be Yukoners, has been made before, but cannot be too often repeated. It is that Dawson, being built on a pestilential mudswamp, is, to quote Mr. Miller, "going to be the sickliest place in spring you ever heard of." The sooner, therefore, those now in Dawson, when and where able, spread them-

selves further around, the better. The fewer among others who enter there to live, the better also in every way, as the available ground near Dawson has practically all been taken up long since. There will assuredly be terrible trouble, distress and sickness in the Yukon shortly, unless to Dawson City there be added several other fairly large mine camps, that will take away many of the superfluous temporary residents of the town on the dismal swamp. It is already clear to men who know the Yukon well, because they have long been compelled to live in that land under very hard conditions, that there is little chance of a Canadian railroad now reaching the headwaters of the Yukon sufficiently early in autumn to enable the getting in of next winter's supplies. Hence Captain Constantine, the chief of the mounted police at Dawson, has already ordered from the Alaska Commercial Company, for inshipment via St. Michaels, the next winter's supplies for his company of 100 men. Captain Constantine sees serious difficulties in the way of next winter's provisioning of a big host of Yukoners, and it is already clear that if 100,000 or more people enter the country shortly—half of whom will probably only carry with them supplies for a few months—there must of necessity be again brought about a big enforced winter exodus of those whose rations are "running out."—B.C. Mining Critic.

BEWARE OF PRESERVATIVES.

A circular to the following effect has been issued by the Ontario Department of Agriculture.

In building up the dairy industry of Ontario, two things have been taught and urged, namely, purity and high quality of products and economy of production. Whatever setbacks this great industry may have met in the past few years, can be traced to the neglect of one or the other of these important points. The cheese industry of Ontario is now fairly well established, and the annual production of a large amount of well made, whole-milk cheese of uniform quality has given Canada a controlling influence in the British cheese market. Our creamery industry is now rapidly developing, and it is of vital importance that the strictest attention be paid to the turning out in an economical manner of butter of uniformly high quality, pure and unadulterated. This industry will, if properly conducted, assume very large proportions, since the average consumption of butter is much greater than that of cheese, and the British imports of butter greatly exceed those of cheese.

In the British market our butter meets in competition similar goods from Ireland, Denmark, France, the United States, Australia and Argentina. Denmark has attained a chief place by studying the requirements of the market, and now produces nearly all of her creamery export butter from pasteurized milk or cream with the use of special ferments. In some of the countries exporting to Great Britain—Australia in particular—it has become a practice to use some kind of "preservative" in butter-making. Sometimes this is added to butter as a salt; sometimes it is added to the milk. These preservatives are sold under various names, such names as preservale, preservatine, preservins, being favorites. They are nearly all mixtures of boracic acid. The increasing use of these preservatives has alarmed the British consumer, and most radical measures are now proposed to exclude all butter in which traces of these preservatives are found. The British public has become alarmed, the press is actively discussing the matter, and public officials are now on the lookout for butter so adulterated. It must be carefully noted that all butter made from milk or cream to which anything but common salt has been added is adulterated.

The butter producers of Ontario must make no mistake. The use of any of these preservatives is dangerous to the dairy interests of this country. Everything possible should be done to discourage the use of such substances, and the press should as far as possible prevent the advertising of them in this country. Ontario has a reputation for producing pure dairy goods of high quality. That reputation must be maintained, and every person interested in the dairy business of Ontario should assist in preventing these "preservatives" from getting foothold in this Province. "An ounce of prevention is better than a pound of cure." We have a reputation now for making pure butter

and cheese. Help to maintain that reputation. Do not advocate preservatives. Do not advertise preservatives. Do not use preservatives.

JOHN DRYDEN,
Minister of Agriculture for Ontario.
Toronto, April 15th, 1898.

THE CANADA COMPANY.

The annual meeting of proprietors was held in London, Eng., on 30th March. In the absence of Sir Robert Gillespie, through illness, the deputy governor, Mr. James P. Currie, presided. The report for 1897 was read. It stated that the land sold or leased with right of purchase was 10,065 acres, compared with 8,367 acres in 1896. Of this total the land lease with right of purchase amounts to 9,397 acres, against 8,141 in 1896. The total acreage under leases of this description is now 64,711 at a pre-emptive value of £169,610, and the receipts both in the revenue and in the land realization accounts show a fair improvement. The largest contribution to this increase is in the item of purchase money of leased land converted to freehold, the amount received being £6,943, against £4,039 in 1896 and £4,859 in 1895. The amount of rent collected is likewise better than in 1896 by £437. The cost of management is again less than in the preceding year. The land disposed of in 1897 shows an increase over 1896 of nearly 1,700 acres, and the prices obtained are in excess of the valuation of 1894 with only two exceptions, by 94 per cent. of these two exceptions, one was at Sherbrooke, in the county of Lanark, and another at Wyndham, in the county of Norfolk. The report and accounts were adopted.

BOUNTY FOR TREE PLANTING.

Minnesota has a law to encourage tree planting. A bounty of \$2 50 an acre is offered, and at least one acre must be planted, while no one person can collect for more than ten acres in a year, or for more than six years. Any tree but the black locust may be planted. Last year bounties were paid to twenty-five countries for planting 9,524 acres. The law has been in operation sixteen years. In that time more than 100,000 acres have been planted in trees.

FRENCH POLITICS.

Another Parisian scandal is as follows: M. Breton, radical member for Brest, was informed by the correspondent of a little Norman newspaper, that the Government would put in a candidate against him at the next election. The correspondent advised M. Breton to take £4,000 for the good-will of the constituency and retire in favor of Count Greffulke, whose emissary the agent was. In the Temps, Count Greffulke denied that he had tried to corrupt the deputy. M. Breton, however, had witnesses, in four friends, who went with him to the Cafe de la Paix and secretly listened while M. Breton was offered not only £4,000, but also the paid inspectorship of a big farm syndicate.

"Great heavens, man! Resigned the position I got you as collector for Jones!" "You bet! Why I owed money to most of the men he sent me to dun!"—Harper's Weekly.

—It is said that the days of the old-fashioned wooden match are numbered. Matches are to be made of paper. By a new process the paper is cut into strips. These are saturated with a flame-producing material. They are then rolled into tubes and cut the length of ordinary matches, and dipped in phosphorus to form the head. These matches are lighter, and thought to be more reliable than the other sort.

—Scarcity of vessels in the Pacific coast lumber trade, due to Alaskan gold excitement, has prompted lumber shippers to undertake the building of big rafts, such as have been tried on the Atlantic. A raft to contain 4,000,000 feet of lumber has been begun at Portland, Oregon. When completed it will be floated to San Francisco. It will be cigar-shaped, 400 feet long, 53 feet wide, and 24 feet high from the water, drawing about 17 feet of water. The building of this raft is an experiment, and its performance in the open sea will be watched with interest. If successfully floated to San Francisco, others of the kind will follow.