

## General News Notes.

of the Government forests of all Germany, or nearly double the annual net yield of the public forests of France. All deductions have not been reported, and American values for forest products are much lower than German or French values for similar articles, so it is safe to assume that in the last year more timber, bark and turpentine have been stolen from the national forests of the United States than were produced by the public forests of Germany and France, although in these countries forest production under scientific management is now very great.

Such a monstrous condition of affairs should not be allowed any longer. No Government has the right to open such easy paths to fraud and corruption as now cross the public domain in every direction; and no forest, however productive or extensive, can long withstand the inroads which we are making upon our forest supplies.

It is for the best interests of the nation that some portions of the national domain should be permanently covered with a forest growth and retained under Government control; other portions of the forest-clad public domain could, perhaps, be more wisely disposed of than retained. But with exciting information in regard to the public forests it will be highly unwise to make any division of our forest lands into necessary and superfluous before the proper limits of forest reservations are fixed by scientific investigation, and a proper system of forest administration can be developed for their management and control Congress should take prompt action therefore upon the sensible recommendations now urged for the second time by the present Commissioner of the Land Office, that all public forests and all lands valuable chiefly for timber should be immediately withdrawn from sale or disposal, "subject to future legislation for permanent reservation of designated areas and a more economically governed disposal of such timber lands or timber as may not be necessary indefinitely to reserve."

Such legislation would meet with the most vigorous opposition, but unless the Timber Rings can be defeated, the extermination of all the Government forests is merely a question of time, and with the forests agriculture and prosperity will disappear from the western half of North America.—*New York Sun.*

## CANADA RAILROADS AND LUMBERMEN.

SOME of the Canadian lumbermen are complaining bitterly, and with no small reason, of the treatment which is accorded them by their railway companies in the matter of lumber freights. A correspondent of the *Toronto Globe* writes at length of the matter, setting forth the grievance of the trade with great clearness and force. The present system is a curious one. Each car has marked upon it its capacity in pounds, the minimum being 24,000 pounds, ranging from that up to 40,000, and the freight is charged on the basis of so much a hundred for the marked limit of the car, unless it should happen to overweigh, when the excess is also added. If the car happens to contain less than the weight it is rated to carry, no corresponding deduction is made, and as many cars, labelled to hold 30,000 pounds, cannot be loaded with some kinds of dry lumber even up to 24,000, the railway companies exact pay for a large amount of freight which they do not carry. If the lumber happens to get rained on in transit, and absorb a few hundred pounds of water, it is said the companies re-weigh the car, and charge the difference to the shipper. The lumbermen are trying to induce the railway people to make them rates per thousand feet, their experience with the plan of charging by weight not having given them a favourable impression of that method. But the trouble seems to be not so much with the principle, as with the manner of applying it. In the United States, freight rates are made on the basis of weight, but only the actual weight of the stuff carried is charged for, the same as other merchandise. It makes no difference to the railway company here whether the cars are loaded with lumber that has been cut six months or six days; it gets paid for the number of pounds in the car, and it is the concern of the party who pays the charges whether the shipment is heavy or light in proportion to its bulk. It is comparatively easy for a lumberman to ascertain the average weight of stock, and to make his calculations of the cost of transportation with confidence in their substantial correctness. Indeed, so closely can dealers figure the cost of moving lumber, that it has come to be the common practice to quote prices on stock delivered at the buyer's railway station. The basis upon which these delivered prices are made up is an agreed schedule of weights, which though arbitrary, comes so near to the average of dry stock, that neither buyers nor sellers find it objectionable or inconvenient. It would seem the part of wisdom for the Canadian trade to direct its efforts toward introducing the plan, at once rational and fair, of charging shipments at a certain rate for each hundred pounds carried, rather than to attempt the probably impossible undertaking to get the railway people to go back to the scheme of hauling at so much a thousand which is as unfair and unsatisfactory on one side, as the present plan is on the other.

The C. P. R. Telegraph Company are steadily extending their system. They have begun the construction of a branch line from Medicine Hat to Fort Benton, Montana, and it will be in working operation in a few weeks. The cattle business of the railway made this line a necessity. They are also steadily putting up heavy wires through the mountains, replacing the poorer ones erected in the "construction" period of the road, and hope to have these wires through to the coast ere long.

A meeting was held in Cincinnati recently for the purpose of organizing a lumber exchange.

The loss by fire of J. A. Duval's saw mill at Grimsby, Ont., amounts to \$2,000; no insurance.

Plus deal mills are now coming to a close, several of them having finished sawing for the season.

It is said that a Canadian lumber syndicate has acquired title to 500,000 acres of land in Minnesota.

It is stated that upwards of 100,000,000 feet of logs have already been skidded on the Menominee River, Mich., but the report is not generally credited.

The men are at work closing up Eddy's mills for the winter. The saws are being taken out and everything is being prepared for the closing in of the sides.

The large lumber firm of W. J. Trounce & Co., Port Perry, has assigned. Their bankers have a claim of \$100,000; other liabilities it is said, will not exceed \$5,000.

Mr. J. R. Booth has purchased the entire timber limits, six limits in all, of Messrs. Barrett & Mackey, in the Nipissing district. The price paid was \$270,000.

The firm of Ross & Little, sash, door and blind manufacturers, of Midland, Ont., has been dissolved. Hereafter the business will be carried on by Messrs. Ross & Davenport.

Mr. Nagle, of Ottawa, has sold a timber limit of 36 miles on the Georgian Bay, to Mr. Bartin, of Barrie, for \$35,000. Mr. Burtin bought another limit adjoining the former one, of 36 miles for \$25,000.

Mr. J. R. Booth has laid up three large rafts to winter over at Mulloch's boom, Arnprior, having decided not to put them on the Quebec market this year. There is said to be more timber being sent to Quebec this year than there has been for several seasons.

A correspondent of the *Minden Echo*, writing from Mr. John Dwyer's shanty, Aeneas, gives the following:—"On Saturday of last week Mr. George Long, of Peterborough, skidded 431 logs in eight hours. This is considered the biggest days skidding ever done in this country, and if it can be beat the boys would like to hear from the champion."

The square timber market in Quebec is getting brisk. The Messrs. Hurdman, of Ottawa, and McLachlan Bros., of Arnprior, will shortly open shanties to supply the demand. Orders have been left with Mr. B. Renaud to procure gangs at once for both these firms so that operations may be begun without loss of time. Mr. Renaud shipped a gang recently to Sturgeon Falls, for Mr. J. R. Booth's new limit.

The Section north of Harvey, Ont., is alive with men busy at felling the lofty pines. The Gilmour firm has over 50 men employed at the depot, and more are arriving continually. This season will be unusually lively, as Mr. Biglow and Mr. Davis will have men employed in the vicinity of the Gilmour camp. Life in the lumber camp as pictured in "Picturesque Canada" presents an interesting scene, but the original only can give a true picture.

The *Jane Woodruff* loaded with 150,000 feet of lumber for Midland ran on the Watchers last week during the gale. She was trying to make a short cut and finding herself among the rocks east both at Chure when the cables parted and she drifted on in spite of all effort. The *Shawanaga* went to her rescue, but could not get near enough to throw a line, on account of the heavy sea, and was obliged to return without rendering any assistance. A part of the cargo will have to be transferred before she can float.

Nearly all the logs on the Chaudiere have been secured. Mr. John Breakey's railway from his mills to the Chaudiere Basin is now being worked day and night, carrying logs from the mill dam to the mouth of the Chaudiere, where they are rafted and towed to the Montmorency Mills, part of these logs being a portion of the logs cut by Messrs. Hall Bros. during last winter, balance being Breakey's, which, owing to the large number of logs that have come down at once, he is having sawn into deals at the Montmorency Mills, which are being run night and day.

Ottawa millowners were not so busy last fall, nor are they this, as they were in previous years, this they attribute to the increase of railway facilities. In old days people had to obtain the whole of their winter stock before the end of the fall, but now with the increased powers of transit they can receive lumber by rail at any time. This means increased employment at the lumber yards during the winter. The trade is easy at unchanged prices. But little lumber is obtained in Ottawa, the output having been principally disposed of for the American market. The local demand is moderate.

The lumber season now opening in Manitoba promises to be a most active one, says the *Free Press*, and lumbermen are consequently in good spirits. Gangs of men are already being sent to Lake Winnipeg and the Lake of the Woods districts, and a week or two will see operations in full swing. A good many lumbermen did not get all their last winter's cut down to the mills last summer, the drives sticking, owing to the lowness of the water. There are several millions of feet at present on the rivers waiting for the spring freshets to bring them to the mills. A

heavy demand for good lumber for railway bridges existed last season. From Winnipeg and all points of the Northwest there has been a demand for lumber, which indicates that building operations have been heavily carried on during the past summer. The mills have been rushed to their greatest capacity. Prices are stiffening and are now from \$14 to \$15 per thousand feet f.o.b. at Keewatin, and from \$17.50 to \$18.50 at Winnipeg. They are expected to keep up if the market is not glutted by too heavy an output.

Up to the present time there have been cut and shipped at the Rathbun Co's mill in Campbellford, about 75,000 railway ties, and nearly 25,000 remain to be cut before the work will be completed. Besides this large cut there have been turned out 500,000 feet of lumber, and 12,000 bundles of lath, together with an enormous quantity of shingle, barrel heads, pickets, and several thousand feet of two foot wood. The shipment of ties recently amounted to two train loads daily. A pier is being built at the rear of the Company's premises to prevent the place from being flooded by the river. This will be extended from the mills along the river edge to the southern limit of their property, and the grounds will be filled in and made level. The work is being done now, and will be completed sometime next summer. This mill, we are informed, is one of the best paying of its kind in the country, a tribute to the ability of Mr. Joseph Clairmont, the manager. Work will be continued till about the first of February next, but the staff of hands during all that time will not be as large as it is at present.

Messrs. Grier & Co., are building a large new mill which is situated between their old mill and McKay & Co's flour mill. Operations commenced a few days ago, and are at work on the foundation, which is of stone five feet in thickness. The mill is to be fifty feet wide by one hundred and fifty long. There will be placed in the mill one gang-saw of the lat-style, two slabbing gang-saws and one stop gang saw, all of American make. A large dam will be built in front of the mill to keep the water back while operations are going on. The foundation will be finished in about three weeks, when three large stone piers, measuring twenty feet in diameter, will be built in the bottom of the mill, to hold the gang saws. The new machinery for cutting up the refuse will cost about \$12,500. The waterwheels will cost something over \$3,000, while the edgar and other mill-men will cost about \$12,000; the whole estimate cost is about \$50,000. The top part of the mill will be of wood, and resemble very much in shape Eddy's large mill. It will be painted and decorated, and it is said it will be one of the finest mills in Canada. The building will extend 12 feet nearer the bridge than the old one, and 37 feet farther back. The mill will employ 30 men inside, and be finished about the 1st of May next. Owing to the prospective increased mill being built, Messrs. Grier & Co. will have to double the capacity of their sorting and piling ground, thus giving employment to a very large number of hands.—*Ottawa Evening Journal.*

A wedding took place last night in the long drawing room of the Queen's hotel, the contracting parties being Mr. William C. B. Rathbun, youngest son of the late H. B. Rathbun, of Deseronto, and Miss Jean Blakie, eldest daughter of J. L. Blakie, late of Hollydean, Rosedale. Owing to the recent death of the groom's father the wedding was comparatively quiet. The bride was attired in a dress of lace, lace front, with long court train and waist of ivory moire, a long spray of myrtle and white lilac looping up one side; bouquet of loose white roses, held together with white ribbons; ornaments, diamonds. The bridesmaids, Miss Alexander and Miss M. Blakie, wore dresses of coffee-colored Indian muslin and lace with crimson velvet sashes, bouquets of loose Marechal Niel roses held with crimson ribbon, diamond ornaments given by the groom. The bride's train was carried by Miss Florence Blakie and Miss Edna Hindhaugh. The floral decorations were most abundant, the string band being completely hidden by a bank of foliage and flowering plants. The presents were exceedingly handsome, the grooms being a set of jewellery composed of moonstones and diamonds, with a diamond crescent brooch, having ten large diamonds. The groom was attended by Dr. A. J. Johnson and Mr. E. W. Rathbun. After the ceremony the band played the Wedding March and the company repaired to the dining room to enjoy a sumptuous dejeuner. The happy couple left by the 11.15 train for California where they will spend some months on their honeymoon.—*Toronto Mail, Nov. 4th.*

## The Montreal Press.

There has been a remarkable newspaper development in Montreal during the last few years. It is not long since there were only a couple of French Canadian daily papers in that city, and now there are five live daily journals in that language. It is probable that a great deal of this development is due to the success of the *Montreal Star*, on which nearly all the French papers are modelled. The *Star* rose very rapidly and very remarkably through its enterprise and independence to its present position as the best and most widely circulated daily newspaper in Canada, and as it has always been widely read among the French Canadian business and professional classes, its success stimulated the development of French papers. It is rather a curious fact, however, and a remarkable compliment to the *Star* that neither its independence of opinion nor the growing competition to which it is subjected checks its progress as a favorite paper with French-Canadians.