

PROTECT THE FORESTS.

Those who have read the late census reports of the rapid destruction of the timber in the great lumbering districts, and note on the maps the location of forests distant from navigable streams, will see at a glance that in the near future lumber must largely increase in value from necessary increase of cost in procuring it. Men raised in woody countries seem to cultivate an enmity to trees, and the destruction from the axe, from carelessness and from fires can scarcely be overestimated. It has been the history of the West and Northwest. There are millions of acres which have been denuded of their forests to make way for farms, where to-day single trees that were then sacrificed would sell for more money than any acre of the ground. It may be said that this was a necessity, which is doubtless true to a certain extent; but that necessity does not continue. The man who owns a forest should guard it and reasonably expect a rich reward in the future for his care. It would seem as if the United States should imitate the German empire in protecting its timber, and, as well, replanting large districts not otherwise used. Germany has acted far more wisely in this matter than other European countries. Italy, Spain, Austria and Russia have allowed the destruction of millions of acres of as fine forests as ever grew, and are now paying the penalty of gathering their timber from mountains and places difficult to reach, or importing from more favored countries. The Gulf States and Oregon and its adjacent Territories are yet rich in fine timber. That there should be some sure means of protecting it from needless ravage and destruction no thinking man can doubt.—*Inter-Ocean*.

THE WAY IT IS DONE.

The extent to which the modern appliances of railways and rollways are employed for getting logs to waters and mills is illustrated by the following:—The Saginaw and Northwestern railway runs from Saginaw Bay through Pinconning, a distance of ten miles, then north twelve miles. It has several branches from one half to two miles in length. At the Bay there are two trestles, their united length being 3,000 feet, and they stand about twenty feet above high water mark. On the line of this road and its branches are twenty-two camps in operation—three camps belonging to Yawkey & Bradley, three to H. W. Sago, two to Falsomo & Arnold, and four operated by W. J. Miller & Co. These camps are worked by an average of eighty men, divided into a day gang and a night force. At the Bay there are eighty men, divided in the same way, one gang to load cars and the other to unload. The road has six engines, five in constant use, night and day. At the Bay the logs are dropped off the trestle and rolled a distance of 600 or 800 feet, and then "tiered up," so that at the finish they are in perfect tiers, each marked by itself with appropriate camp marks. At this railway have been banked this year 26,000,000 feet of logs. The President of the Company operating this road is W. S. Gerrish, of Muskegon, and W. J. Miller is the general manager.—*Northwestern Lumberman*.

Manufacturing Economy.

While on all sides endeavors are being made for the preservation and culture of our forests, why is it that so little is said about proper economy in the use of forest products? We do not refer to the reckless spirit which leads the farmer in some districts to build hog pens out of black walnut, but to the failure to utilize all that is possible in large manufacturing establishments. Not only the vast piles of slabs from the saw mills, but the ends and strips from the furniture manufactories, and kindred establishments, might, it would seem, be used to better advantage than to feed the furnace. In some of the large mills abroad a most rigid economy is practised in this respect, and indeed this spirit is beginning to be introduced into this country. Of course it is a little difficult to be economical, when seemingly unlimited supplies are within reach, but manufacturers are already feeling the effects of the scarcity which is bound to come sooner or later. Would it not be wise to anticipate things a little by employing much of what goes to waste for purposes for which it is fitted?—*Buffalo Lumber World*.

PLANT HICKORY TREES.

Many people would like to have a hickory grove, but have a vague idea that it is a terribly hard thing to get. But it is not so much of a task. Plough your ways four feet apart, follow the marker with a roller that will not efface the mark. Do this the first week in October, or maybe earlier. Have a sack of nuts, with the hulls on, sent you as soon as they get ripe enough to grow. Take a hoe, and at each crossing of your check-rows plant a nut about an inch and a half deep, stepping hard upon it. Next spring run a harrow over the ground quite early, say as soon as the frost is well out. When your trees come up cultivate them the same as corn, being careful not to bruise in any way. After they get too high for the cultivator, attend to them with the hoe. Mulch in the fall sufficiently to keep the weeds out the next spring. If any should come, keep them pulled. In ten years you will have all the hickory nuts and timber you want, if you have an acre in your grove. A moist location is the best—just as wet as will do to plough—if you have it.—*Lincoln (Neb.) Journal*.

TWO ORGANS.—Regulate first the stomach, second the liver; especially the first, so as to perform their functions perfectly and you will remove at least nineteen-twentieths of all the ills that mankind is heir to, in this or any other climate. Hop Bitters is the only thing that will give perfectly healthy natural action to these two organs.—*Maine Farmer*.

A healthy man never thinks of his stomach. The dyspeptic thinks of nothing else. Indigestion is a constant reminder. The wise man who finds himself suffering will spend a few cents for a bottle of Zepesa, from Brazil, the now and remarkable compound for cleansing and toning the system, for assisting the digestive apparatus and the liver to properly perform their duties in assimilating the food. Get a ten cent sample of Zepesa, the new remedy, of your druggist. A few doses will surprise you.

"DON'T GIVE UP THE SHIP" were the memorable words of Commodore Perry. We repeat, "Don't Give up the Ship," poor, despairing invalid, but try Bardeek Blood Bitters. It cures others, why not you? It renovates, regulates and tones all the organs of secretion, and restores lost Vitality.

THE seven kings of Rome were Romulus, Numa Pompilius, Tullus Hostilius, Ancus Martius, Tarquinius Priscus, Servius Tullius, and Tarquinius Superbus, and the King of Steel Pens is Esterbrook's Falcon, No. 048.

TIMELY WARNING.—Now is the season for sudden colds and distressing coughs, treat them with Haggard's Pectoral Balsam, it cures in influenza, asthma, croup, whooping coughs, bronchitis, and all pulmonary complaints leading to consumption.

"TWENTY-FOUR years' experience," says an eminent physician, convinces me that the only way to cure nervous exhaustion, and weakness of the sexual organs, is to repair the waste by giving brain and nerve foods, and of all the remedies compounded, Mack's Magnetic Medicine is the best. See advertisement in another column.

LAME BACK.—Lumbago, Kidney complaint, Neuralgia, Rheumatism, and all pain and inflammation speedily cured with Haggard's Yellow Oil. Croup, sore throat, colds, burns, scalds, bruises, frost bites, chilblains and all wounds of the flesh are quickly healed by Yellow Oil.



WELLAND CANAL.

Notice to persons skilled in fitting up Electric Lights.

SEALED TENDERS addressed to the undersigned and endorsed "Tender for Electric Lights," will be received at this office until the arrival of the Eastern and Western Mail, on TUESDAY, the 21st day of FEBRUARY, next, for Lighting the Locks, &c., on the new part of the Welland Canal by means of Electric Lights.

A plan, showing the relative position of the proposed light, can be seen at this Office and at the Office of the Resident Engineer, Thorold, where a printed copy of general conditions and other information can be obtained, either on application personally or by letter.

Tenders must be made in accordance with the general conditions.

This Department does not, however, bind itself to accept the lowest or any tender.

By order,

F. BRAUN,
Secretary.
4330-114

Dept. of Railways and Canals,
Ottawa, 31st January, 1882.

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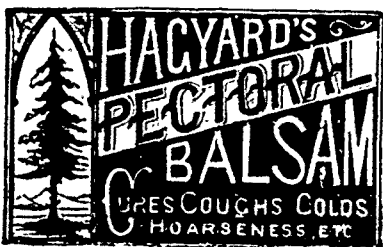
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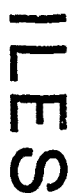
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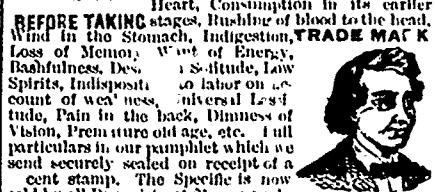
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