

depth of water for the greater part which is indeed remarkable. Mr. Fleming reports that only at five points on the whole sixty miles is the depth at low water under ten feet, but admits that navigation is affected at the entrance to the Rideau canal. Here there is a deposit for a distance of about 200 yards outwards from the entrance to the lower lock. The deposit here is probably for the most part sawdust, and it is due to the fact that the entrance to the canal is in a deep and sheltered bay where the sawdust collects and where there is no current sufficient to carry it away. Mr. Fleming concludes his report by saying that with regard to the future, there is no probability of the navigation between the city of Ottawa and Grenville being irretrievably destroyed, or seriously obstructed, from the cause assigned, for centuries to come. Here there is a conflict of opinion between the two engineers, and those who are interested have a splendid opportunity of drawing their own conclusions.

THE people of Victoria, B. C., have done a wise thing by rejecting, by a large majority, the by-law to give a bonus of \$25,000 to aid in the establishment of a saw mill. This bonus business is not only unfair, but it is dangerous and erroneous in principle. A number of large mills have been established at different points along the coast by private enterprise, and to bonus so largely such an industry is simply giving one establishment an unequal advantage over others. It is simply assisting with public money to set up competition to those who have already invested in lumbering enterprises. For the future welfare of the province it is to be hoped that a quietus has been put on the bonusing business.

THE ventilation of the Cypress Hill lumber limits matter in the House of Commons, and Mr. J. C. Rykert's connection therewith, has occasioned a great deal of excitement in Ottawa, and, for that matter, throughout the country as well. Mr. Rykert's integrity being assailed there was only one of two things for him to do, either deny the charges made altogether, or to defend himself. He chose the latter course. J. C. Rykert is an M. P., who by certain methods was instrumental in securing a cool \$200,000 out of Louis Sands, a millionaire lumberman. Rykert secured a large grant of land in the Cypress Hill district, Assiniboia. It was offered to Sands through a Winnipeg man for \$200,000, on the representation that it would cut 100,000,000 feet of pine. Sands sent a Manitoba surveyor to look over the tract and he reported that the facts were as stated by Rykert's representative. After purchasing and paying for the tract \$100,000 in cash and \$100,000 in notes that were at once negotiated, Sands found that the Canadian Pacific road claimed one-half the grant. Rykert used all his influence to have the Canadian Pacific railroad claims removed, but was unsuccessful, and Sands had to pay \$4,680 to release the railroad claim.

A MEETING of the creditors of McCraney & Wilson, lumber dealers, Toronto, was held March 10th, at the office of Townsend & Stephens, when inspectors were appointed as follows: R. Y. Fish, Waterloo; Mr. Dymond, Barrie; Willmott, Toronto, and DeCew, Essex Centre. A statement was presented showing the direct liabilities to be \$40,989, with assets at \$39,000. The total available assets are \$128,932, of which sum \$9645 consists of stock-in-trade, \$1638 bills receivable, \$14,576 open accounts, \$243 cash, \$2540 real estate, \$1248 Manitoba farm, and balance miscellaneous. Among the principal creditors are: McArthur Bros. & Co., \$1030; Collins Inlet Lumber Co., \$511; Dominion Bank, \$237; Willmott & McIntosh, \$1220; Mickle, Dymont & Son, Barrie, \$9021; R. Y. Fish, Waterloo, \$3278; J. D. Shier, Bracebridge, \$846; Lakefield Lumber Company, Lakefield, \$1930; Vanstone Bros., Southampton, \$1222; Jerry Siebert, Chippewa Hill, \$679; J. E. Cooper, Saurin, \$656; W. J. Douglas & Co., Burlington, \$1012; Paul Wiedman, Wiedman, \$477; James Sharpe, Burk's Falls, \$320; N. McEachren, Burks Falls, \$459; T. H. DeCew, Essex Centre, \$1093; John H. Lesh, Goshen, Ind., \$547; W. T. Craig, Kilmount, \$500; Hugh Wilson, Cannington, \$940; George E. Neihergall, Clavering, \$38; Bennet & Witte, Cincin-

nati, O., \$628; Chew Bros., Midland, \$739; R. B. Cotter Lumber Company, Louisville, Kentucky, \$527; W. Pearson, Singhampton, \$725; Peter Shaw, Novar, \$2201; J. O. Revell, Cobocok, \$700; A. Sydney Smith, Port Sydney, \$360; W. McClymont & Co., Ottawa, \$329; Shepherd & Morse Lumber Co., Ottawa, \$275; W. Young, Warton, \$529; W. H. Leonard, Hope Bay, \$472; H. Cargill & Son, Cargill, \$450; Est. T. H. Carr, Owen Sound, \$601.

A DEPUTATION of the Toronto Board of Trade, composed of Messrs. McIntosh, Donogh and Tennant, addressed the grain section on March 14th regarding the scarcity of cars on the Grand Trunk Railway, and the delay in moving cars when they were loaded. The lumbermen have been unsuccessfully complaining for a long time, and recently the grain men have suffered seriously for want of cars. The lumbermen thought that the combined efforts of the two sections would bring the railways to time. A number of examples were given of the delays. Mr. McIntosh wanted 40 cars and had none since Feb. 2. Mr. Donogh stated that 17 loaded cars stood at Bradford four days without being moved. Much amusement was caused by Mr. Tennant's complaint that he could not get cars to bring coffin lumber to the city, there had been a very great demand during the past three months, he wanted twenty cars for one customer and could only get five. It was also explained on the authority of Mr. Wragge that the general manager had instructed him to take all the cars that came along for the ice business. Mr. H. N. Baird claimed that the Canadian Pacific was as bad as the Grand Trunk. Mr. John Earls looked quite innocent, and said he did not know there was such a scarcity of cars in the lumber trade. He said that there was an active demand for cars, and admitted that there was a scarcity of engine power. Mr. McIntosh mentioned a case where five cars went four miles on their journey in three weeks. Mr. M. McLaughlin mentioned incidentally that he had a car loaded at Brandon on the 6th and it arrived over the C. P. R. on the 13th, taking only seven days. No action was taken by the gentlemen.

THE discussion which followed a motion to go into committee of supply in the Ontario Legislature, brought out some valuable information regarding the timber resources of the province. From 1885 to 1889 inclusive there were derived from this source \$13,184,196, showing to what a large extent the revenues of the province are dependent upon its timber. It appears that up to Confederation there had been but eleven thousand square miles put under license, and this at the rate of 50 cents per square mile, out of which the government had realized only \$5,500. After Confederation there was a sale by the Sandfield Macdonald Government of 655 square miles in 1871, then of 459 square miles by Mr. Scott during the Blake administration, and then during the eighteen years of the present administration there had been placed under license 3,270 square miles of territory. The proceeds to the Government from these sales amounted to \$2,499,860. Hon. A. S. Hardy, Commissioner of Crown Lands, gives the sales year by year as follows: 1877, 375 square miles for \$75,739, averaging \$201 per square mile; 1881, 1,379 square miles, for \$733,675, or an average of \$532 per square mile; 1885, 1,057 square miles, for \$326,810, or an average of \$309 per square mile; and in 1887, 459 square miles, for \$1,312,312, or an average of \$2,859 per square mile. The total for the 17 years of Mr. Mowat's administration was 3,270 square miles for \$2,448,536, or an average of \$658 per square mile. The timber area in the present possession of the government is given as follows: West of the Ottawa river and northwest of the limits sold in 1872, between 80 and 85 west and extending north to 48th parallel of latitude, there are estimated to be 24,000 square miles; between the Ottawa agency and berths sold in 1881, there were 540 square miles. Averaging timber on this area at 1,000,000 feet to the mile we have 24,540,000,000 feet. Col. Dennis, late Deputy Minister of the Interior, estimated the timber in the disputed territory at \$26,000,000,000 feet. Here alone was a total of 50,540,000,000 square feet of timber untouched. There is under license in Ontario

now 19,000 square miles, and from the best estimates and information procurable on the subject there are in this area 10,000,000,000 square feet. The two totals represented, say, in round numbers, 300,000,000 of standard logs of 200 feet each. The output for the year 1888 inclusive of square and board timber was, say, 4,000,000 standard logs of 200 feet each. The value of the 50,540,000,000 feet of timber which it was estimated, as above stated, was still in the possession of the Crown, at the regular bonus of \$1.50 per 1,000 feet was \$75,810,000; add the duty of \$1 per 1,000 feet, and there was another \$50,540,000, or a total of bonus and duty of \$126,350,000. An additional ten millions for the values of dues on timber on lands now licensed at the rate of \$1 per thousand feet would bring the total of the present value of the undeveloped timber resources of the province up to \$136,350,000.

MR. BRONSON'S bill before the Ontario Legislative Assembly, which has passed its first reading, repeals Section 40 of The Timber Slide Companies Act, and substitutes the following therefor:—

The tolls to be collected upon different kinds of timber, shall bear to each other the following proportions, viz.:

Red and white pine, tamarac, spruce and hemlock, square or waney board	per piece	0	1
Oak, elm and other hardwood, square, or flatted or waney board	"	0	1 1/2
Spars	"	0	3
Masts	"	0	5
Sawlogs, 17 ft and under	"	0	4
Red and white pine, tamarac, spruce and hemlock, round or flatted, over 17 ft. and under 25 ft. long	"	0	3
Red and white pine, tamarac, spruce and hemlock, round or flatted, 25 feet to 35 feet long	"	0	5/12
Red and white pine, tamarac, spruce and hemlock, round or flatted, 35 ft. and upwards in length	"	0	3
Sawed lumber, board measure	per 1000 ft.	0	3
Staves	"	0	15
Firewood, shingle bolts and other lumber	per cord	0	2
Railway ties other than cedar, in 8 or 16 ft. lengths	per 1/4 of 8 ft.	0	1-12
Cedar, round or flatted, 8 ft. long or under	per piece	0	1/16
Cedar, round or flatted, over 8 ft. and under 17 ft. long	"	0	1/8
Cedar, round or flatted, over 17 ft. and under 25 ft. long	"	0	1/5
Cedar, round or flatted, over 25 ft. and under 35 ft.	"	0	1/3
Cedar, round or flatted, 35 ft. and upwards	"	0	1/2

THE returns showing the settlement effected with the lessees of hydraulic lots at the Chaudiere, and copies of the new leases entered into with the owners, have been laid on the table of the Senate. The names of the first lessees and also the names of the present lessees are given. On January 1st the amount due under said leases was \$64,685.60. Disputes having arisen from time to time between the government and the lessees, a provisional settlement has been arrived at whereby the present proprietors or the original lessees agreed to pay Her Majesty the whole arrears of rent due to January 1st, 1890, and transferring to Her Majesty all existing rights, executing a general release to Her Majesty of all claims in respect to the premises, and that their leases should issue to the parties entitled thereto. The new lease provides that lessees shall pay rent and taxes. The term is fixed at 21 years, the annual rent at \$100 for each hydraulic lot. The quantity of water furnished to the lessees is to be equivalent to 150-horse power in each hydraulic lot, or sufficient to drive existing machinery. Should larger mills be erected they may take more water power under conditions to be fixed. In case of adjoining lots the accumulated power may be used on one lot, all machinery to be of the best. Should the government boom be closed Her Majesty may lease that power. Nothing to interfere with good and sufficient supply of water to the citizens of Ottawa, all surplus water is reserved to the Queen, all dams, booms, etc., constructed by the lessees at their own expense, each lessee is to bear his portion of the expense. The chief engineer of public works is to have free access