

Mar, 1901

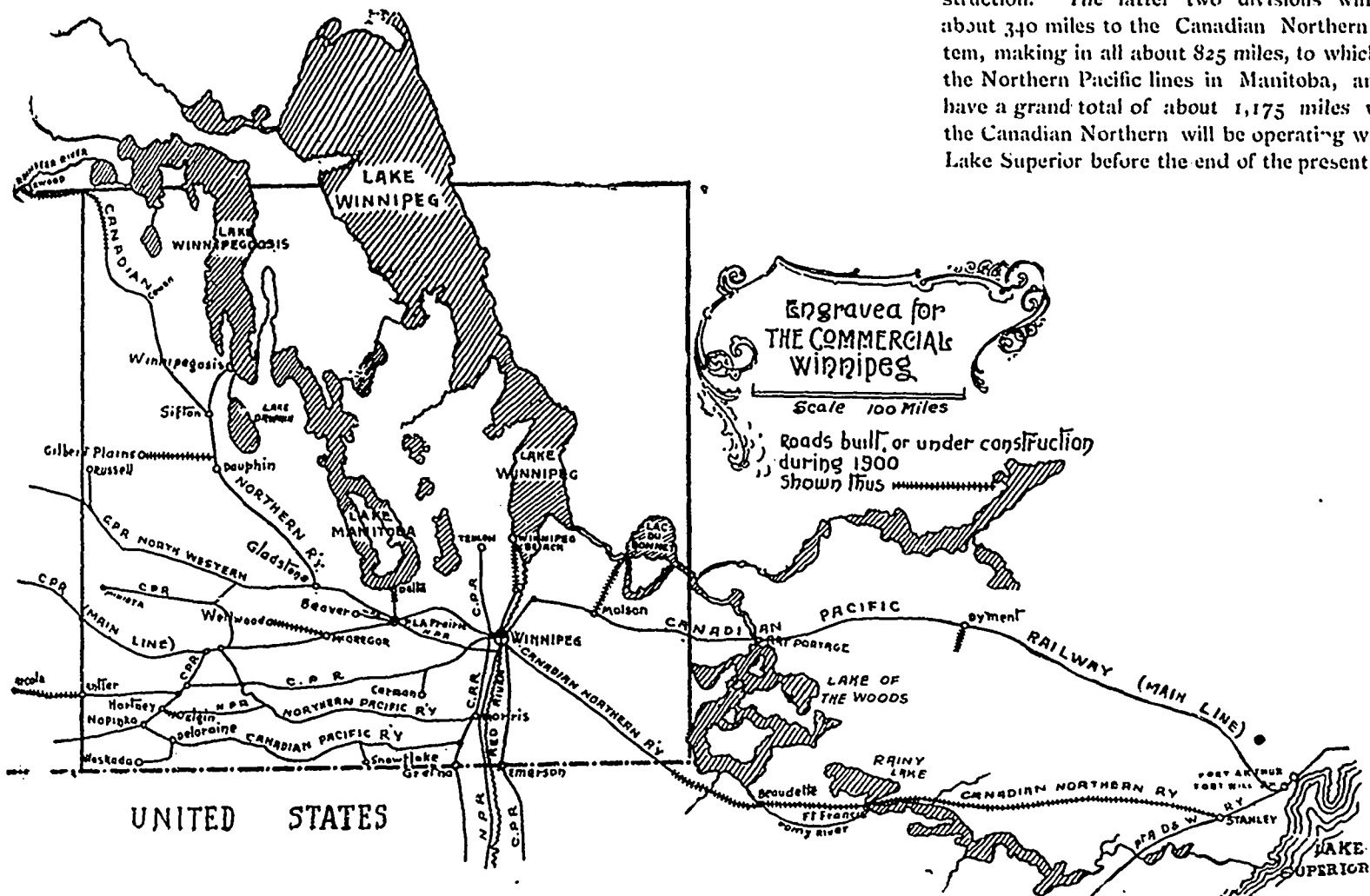
ceived, and from these it appears that there were about ninety fires extinguished by the different fire rangers before they got much headway, which, if there had not been fire rangers on duty, would no doubt have spread and destroyed large quantities of timber. The licensees all expressed themselves as satisfied with the management of the service, and in only one or two instances out of the whole number employing rangers were any suggestions made, and they were all in the direction of increasing the number of fire rangers and making more severe the penalties for setting out fire or leaving it burning in the bush during the dangerous period. It has been suggested that the forest rangers of the Crown should be kept on duty during the whole summer, and have supervision of the fire rangers. Perhaps the service would be benefitted by a closer inspection, but without an increase of the vote for

Traverses..... 148 pieces.
Stave bolts..... 5,559 pieces.

THE RAILWAY SYSTEMS OF MANITOBA.

In view of the relation which the transportation problem bears to the lumber supply of Manitoba, and of the proposal of the Canadian Northern Railway to assume control of the Northern Pacific lines in that province, the accompanying map will be of interest to many of our readers. The map, for which we are indebted to the Winnipeg Commercial, shows the new Canadian Northern system up to date; also the Northern Pacific lines in Manitoba, which may come under the control of the Canadian Northern. The cross-sectioned lines show railway built or under construction last year. The Canadian Northern system includes the Port Arthur, Duluth and Western railway, and the Ontario and south-

Canadian Northern, are as follows: Winnipeg south to the United States boundary, Portage branch from Winnipeg to Beaver, Lake Manitoba branch from Portage la Prairie to Delta, and the line from Morris to Brandon, with a branch from the latter line to Hartney. The Northern Pacific lines in all aggregate 351 miles, as follows: Winnipeg to boundary, 65 miles; Portage branch, 74 miles; lake branch, 16 miles; Morris-Brandon branch, 145 miles; Hartney branch, 51 miles. The Canadian Northern lines are as follows: Northern section, Gladstone to Erwood, 279 miles; Gilbert Plains branch, 29 miles; Winnipegosis branch, 21 miles; South-eastern section, Winnipeg to Beaudette (Rainy River), 155 miles. Total, 484 miles. This does not include the Port Arthur, Duluth and Western, nor the Ontario section east of Rainy River (Beaudette), part completed and part under construction. The latter two divisions will add about 340 miles to the Canadian Northern system, making in all about 825 miles, to which add the Northern Pacific lines in Manitoba, and we have a grand total of about 1,175 miles which the Canadian Northern will be operating west of Lake Superior before the end of the present year,



RAILWAY MAP OF MANITOBA AND NORTH-WESTERN ONTARIO.

forest ranging it is not possible to keep the rangers on duty longer than is required to supervise the cutting operations in the winter and collect the sworn returns of the same.

Following is a statement of timber taken from Crown lands during the year ending December

31st, 1900:	
Area under license.....	16,732 acres.
Pine saw logs.....	643,510,766 ft. B.M.
Other saw logs.....	36,721,998 ft. B.M.
Pine, boom and dimension timber.....	34,724,488 ft. B.M.
Other dimension timber.....	6,866,900 ft. B.M.
Square white pine.....	1,919,230 cubic ft.
Birch timber.....	2,380 cubic ft.
Ash timber.....	555 cubic ft.
File timber.....	524,387 ft. B.M.
Cedar.....	135,008 lineal ft.
Cordwood.....	29,184 cords.
Tanbark.....	1,253 cords.
Railway ties.....	1,143,374 pieces.
Posts.....	5,309 cords.
Telegraph poles.....	9,784 pieces.
Shingle bolts.....	1,145 cords.
Head blocks.....	164 pieces.
Pulp wood.....	65,051 cords.

eastern section extending from Port Arthur to Winnipeg. A section of about 145 miles, extending eastward from Beaudette, where the latter line crosses the Rainy river, under construction, will make the line complete between Winnipeg and Lake Superior. This is also the northern section of the Canadian Northern systems, extending from Gladstone, in Manitoba, northerly to Erwood, in Saskatchewan territory. By building a short new line from Gladstone to Beaver, the western terminus of the Northern Pacific Portage la Prairie branch, the Canadian Northern will have a through line from Erwood, west of the extreme north-western corner of Manitoba, to Lake Superior. There are two branches connecting with the northern section of the line in Manitoba—the Winnipegosis and Gilbert Plains branches. The Northern Pacific lines in Manitoba proposed to be acquired by the

not allowing for new branches which they may build this year. They will have to extend the Morris-Brandon branch eastward at once to connect with the line to Lake Superior, in order to give this branch an outlet, and the connection between the Beaver and Gladstone will no doubt also be made at once. Other new branches are projected. The Canadian Northern therefore becomes one of the great railway corporations of the continent, with the prospect that it will ultimately traverse the Saskatchewan valley and beyond to the Pacific coast.

The government agent for Canada in Belgium writes to the Canadian Manufacturers' Association that there is an opening in that country for a large trade in both axes and ax handles. He suggests that a sample room for various lines of Canadian goods should be opened, and is confident that the results would prove very satisfactory to the manufacturers.