

Lime as a Preservative of Wood.

Under this heading the *News and Frontier Advocate* of St. John's, P. Q., publishes the following article, which is worthy of consideration in a country like this, where so much wood is used in building operations:—"It is said that experiments are being made in France to test the value of lime as a preservative of wood. Planks are piled in a tank and covered with a layer of quick lime; the latter is gradually slacked with water. The time required for the lime to take effect depends on the thickness of the wood. Timber for mines becomes impregnated in about a week. The facts that led to these experiments are given as follows: Some forty years ago, a schooner built of unseasoned Main lumber was laden with lime, went ashore, and bilged; afterwards she was raised, and is still in the service. Another was of a platform used by three successive generations for mixing mortar; it was finally thrown aside and became overgrown with grass; after 60 years it was resurrected and found to be in a perfect state of preservation. Why not try this experiment ourselves? The process is simple and the material inexpensive. It might be done with fence posts by setting the end intended to go into the ground in a hoghead or barrel and surrounding them with lime and water. The value of the process that would make wood more durable for use in damp places would be incalculable."

Street Car Tariff and Right of Way.

Within a month from the present date Winnipeg will have a street railway in operation from Fort Garry to the Canadian Pacific Railway depot, and no class will be more benefitted by their establishment than the business men of the city. It is pardonable, however, to make some inquiry as to how much the line will be operated purely in the interests of the public, and what general benefits they (the Company) confer in return for the privileges they have been granted by the city.

In most cities, both on this continent and in Britain, a street car company is compelled by their charter to pave the portion of the street they use for their track, and from two to three feet each side of the same, while in a few cities they have the burden of keeping the entire street in repair. If we are to rule by the present manner of constructing the track along Main Street, we should judge that the Winnipeg Company are bound by no such conditions, and that economy without regard to the interests of outside parties was the principle upon which they were carrying out the work. No reasonable man would expect a street car company to pave a whole thoroughfare as wide as Main Street, but unless something more substantial and less inconvenient to the general public than the present track is constructed, special advantages in travel rates will naturally be expected. These, we understand, are already fixed at 10c. a ride for the distance above stated, which is greatly in excess of the charges on any other line on this continent. Every allowance should be made to the Com-

pany for extra expense in operating their line in a city like this, where labor is so high, but we question if they are adopting a good policy for their own benefit in charging at the rate of 10c. a mile, when no company in existence, so far as we can learn, exceed 5c., and in numerous cities passengers are carried several miles for the latter fare. A lower rate of fare might eventually prove more profitable even for the Company.

The New Stock Exchange.

The adjourned meeting of the new Stock Exchange took place at the offices of Messrs. Quinlan & Ross, on Thursday evening, when a fair attendance of the stockholders were present. The meeting was called to order, and Mr H. B. Hannmore called to the chair. The chairman stated that the object of the meeting was to take into consideration the advisability of increasing the amount of the capital stock. Mr W. W. Ross, secretary, stated that he had received application for 210 shares more than the stock of the Company amounted to, and the list of applicants included some of the prominent business men of the city.

Some informal discussion took place regarding the object of the meeting, and it was moved by Mr James Austin, seconded by Mr. A. Smith, and unanimously carried, "That the capital stock be increased to \$50,000; that all future allotments, including applications now in, be made by the Provisional Directors, and that the books be kept open for further applications until Thursday evening, October 19th.

Mr. J. G. Coats moved, and Mr. McMartin seconded, "That five shares be the lowest number any person be allowed to subscribe for, and that that number shall entitle the original holder to a seat on the board." This resolution was also carried unanimously.

Mr S. B. Clark moved, and Mr. McMartin seconded, "That no stockholder, no matter how many shares he may own, shall be entitled to more than one vote on the board," which motion was also carried by acclamation.

Some irrelevant discussion then ensued until, on motion, the meeting adjourned, subject to the call of the Provisional Directorate.

A feeling of unanimity characterized the whole proceedings of the meeting, and there was an evident anxiety to organize the Company on a basis which would prevent its stock from becoming an object of speculation.

A meeting of the Provisional Directors was held after the adjournment, to take into consideration the allotment of stock to new subscribers.

Railway Ticket Scalping.

The Supreme Court of the State of Pennsylvania has recently decided that a railway company in that State must honor all tickets issued by it at regular rates, no matter by whom presented. This adds another to the numerous victories secured by the scalpers throughout the United States, and it carries all the more weight when it is taken into consideration that the decision comes from the highest tribunal of the old keystone State, where the staid old ideas of the early Quakers are still supposed to have a root.

The obligation of a railroad to honor its paper as other persons are compelled to, seems to be at first sight all that underlies this question of scalping, and without thought many people will settle the question in their minds in a summary manner. Under ordinary circumstances, no doubt, the decision of the Pennsylvania court is about right; but there are many instances in which it would be really oppressive upon railway companies, and it must be acknowledged that the decision will tend to drive the traffic in railway tickets into the hands of still more unscrupulous dealers than are now engaged in it.

During the winter of 1880-81 a bitter railroad war was waged between the Wabash and St. Louis, the Chicago, Burlington, and Quincy and the Chicago, Alton and St. Louis railways over the traffic to the South-West, and each company carried passengers for several hundred miles for a single dollar, and latterly for 50c. These cheap tickets were issued upon the rateable system, the full fare being paid at the time of purchase, with a rebate to be paid within a certain time after the issue of the ticket. One company, however, was rash enough to issue regular tickets at a greatly reduced price, and these were no sooner upon the market than some \$40,000 worth were purchased by scalpers, who held them over until the contending lines had settled their difficulties, when they placed them upon the market at a shade below regular rates. The company who issued these unlimited tickets are certainly deserving of no sympathy, but the other lines had to suffer for their recklessness, and the general public reaped no practical benefit, the profits from the whole affair going into the pockets of the scalpers.

Canadian railway companies we believe have not yet got down to being in league with scalpers, but the unsuspecting public would be astounded if they only knew how useful these individuals are to some prominent American railway managers. Where a pool exists between opposition lines no company's managers are fools enough to openly sell tickets below regular rates, but the scalper in such cases is the medium employed. That individual is secretly furnished with a supply of tickets at a figure which enables him to sell a shaving below regular rates, and managers thus get round the difficulty of breaking pool rates. In Chicago there are scores of scalpers' offices where a ticket to almost any prominent railroad point can be secured at slightly reduced rates, and the purchaser can as easily get 50 as 1, as they are bought fresh from the railroad office each day and are sold for the first time by the scalper. In this manner many railroad companies have helped materially to build up the system against which they so bitterly complain.

It is pleasing to notice that several prominent railway companies are dispensing with outside ticket agents, which means that they are freeing themselves from scalpers. In doing so they are following a right course, and are taking a bold step towards crushing out a class of illegitimate traders who only act as parasites upon the travelling public, and who really accomplish nothing in the way of advancing the business interests of the public generally.