

RIVER IMPROVEMENTS.

A Bill has been introduced in the Ontario Legislature by Mr. Boulter to authorize Messrs. Gilmour & Co. to make certain improvements in the River Moira, to enable them to bring saw logs to their mills at Trenton. It is as follows:—

1. "The said Gilmour & Company shall, in the said River Moira, where it passes through the said townships and lands above in the preamble to this Act mentioned, have the right and full power to erect and maintain piers, dams and works such as may be requisite to enable them and all others using the said river for the navigation of saw logs, timber and other material, to float the said logs and material down the said river: Provided always that each of the said dams respectively shall be provided with a slide and the appliances now required by law in the case of mill dams on streams used for the purpose of floating down logs and timber."

2. "Provides for detailed plans and specifications, and for the consent of the municipalities."

3. "Provides for filing the plans with the Commissioner of Public Works and advertising, one month after which the works may be proceeded with."

4. "Gives power to make surveys."

5. "For all lands flooded or injured by reason of the said dams or works and which have been patented or agreed to be sold by the Crown, the said Gilmour & Company, their heirs or their assigns, shall, to the owners, tenants and lawful occupants thereof, make compensation for the injury, if any, done to said lands, such compensation to be ascertained as hereinafter provided; but in cases where the patents hereafter to be issued by the Crown provide that no compensation shall be made for such injury, the patentees shall have no claim on said parties owning said dams and works, or any of them, their heirs or assigns."

6. "Provides that there shall be no compensation as to lands now vested in the Crown."

7. 8. 9. 10. "Provides for arbitration for compensation for damages to land owners, etc."

11. "No such dams or works shall be maintained, and no powers hereby given shall be exercised, in such a manner as to injure any millowner or manufacturer in respect of any mill or manufactory lawfully existing either below or above any such dam, and using the said river as a water power: Provided, however, that all statutory rights, if any, acquired under the Statute of Limitations or otherwise against any such manufacturer or millowner to use the said river shall not be prejudiced, interfered with, or taken away by anything in this Act contained: Provided always that any powers or rights conferred by this Act shall be subject to and not interfere with the powers vested in the Commissioner of Public Works, under chapter thirty of the Revised Statutes of Ontario, and shall also be subject to sections nine, ten, eleven and twelve, of chapter one hundred and thirteen of the said revised Statutes of Ontario: Provided, moreover, that the Lieutenant-Governor in Council may, whenever it is deemed expedient in the public interest, cause said dams or any of them to be taken down and removed."

12. "Any person or persons floating logs or timber or such like material down the said river, and using the said works, or any of them, shall pay a reasonable sum or compensation for such use; a schedule of charges for such use shall be prepared and submitted to the Lieutenant-Governor in Council, and shall be subject to his approval, and upon the same being approved the said Gilmour & Company, or their assigns, may charge and collect the said tolls or fees for the use of the said works."

13. "It shall be lawful for the said Gilmour & Company to alter, increase or decrease the said charges, but no such increase or change shall be made until the approval of the Lieutenant-Governor in Council has been obtained thereto."

P. JEWELL & SONS' BELT FACTORY.

One of the three largest belt-making firms in the world, and perhaps the largest of all, is that of P. Jewell & Sons, on Trumbull street. The daily production of belting is about three miles, and a reckoning up of the orders on the books within a few days showed that the concern,

although running day and night, was still seventy-three miles and 1,010 feet behind its orders. Three orders aggregated thirty miles. There are belts large and small, and some of the most important do not get their value chiefly from their length. For instance, there were a few days ago on the floor of the factory the following large belts, either complete or in course of construction:—A 48-inch belt 100 feet long is among the widest belts ever made without lapping two hides to secure the necessary width. Four 36-inch belts each of 100 feet, and one 24-inch of 110 feet, make part of a single order. One 36-inch of 100 feet, one 24-inch of 100 feet, and two 24-inch of 200 feet are included in another order. Another 36-inch of 100 feet is for Hubbard, Bakewell & Co., of Pittsburgh, Pa. There is a 30-inch of 110 feet for use in a Providence cotton mill, and another of the same width and 100 feet long, laced instead of riveted, for a cotton mill in Maine. One of the largest belts ever shipped is a 28-inch 275 feet long, for Walter A. Wood, Hoosic Falls, N.Y., the maker of the Woods reapers and binders. The weight is over 1,500 pounds. A 24-inch laced belt of 100 feet is for the American Zylonite Company at North Adams, Mass. All the above belts are double thickness. An immense quantity of smaller belts are turned out constantly. All, large and small, are made from hides tanned by the Company at their tanneries in Michigan. Various machines are used to facilitate and improve the manufacture.—*Hartford Post.*

THE ENGLISH TRADE.

Messrs. Robert Coltart & Co.'s annual wood circular, dated Liverpool, Jan. 31, 1887, says:—

Business in the wood trade at the commencement of the past year was in an unsatisfactory state, as stocks for several months had been accumulating, while the consumptive demand continued on a limited scale, and prices continued to drop until the month of July. Much of the depression was, no doubt, attributable to the extreme severity of the weather during that period, which interfered with out-door work and building operations, and thus had the effect of curtailing the consumption, but the trade was also still suffering, to some extent, from the natural reaction which followed the buoyancy and speculative excitement at the commencement of the previous year. In the summer of 1881, however, a better tone was observable in the trade, which was still further developed during the succeeding months, the import being on a moderate scale, and prices consequently more than recovered the fall that had occurred during the early part of the year, while for some articles, notably Quebec goods, much better prices were obtainable. A further improvement would, no doubt, have been established but for the deficient harvest and the continued depression in the agricultural districts.

The import during the past year was 21 per cent. less than in 1880, while the consumption shows an increase of about 3 per cent., which, although only a moderate increase, still follows an increase of 15 per cent. on that of 1879. Present stocks, which are very moderate, are 35 per cent. less than those held at the same time last year, and 35 per cent. less than the average of the five preceding years. It may be noted that in consequence of the unusually open weather which has so far prevailed in Europe and America this winter, it will be difficult, in the absence of sufficient snow, to get down the usual supplies of logs to the shipping ports, therefore, the wood goods available for shipment during the spring will probably be much curtailed, while the very mild weather in this country will also tend, by favoring out-door work, to increase the consumption of wood as compared with the early part of the past year; but, on the other hand, it should be borne in mind that the introduction of steamers in the wood-carrying trade, which is increasing every year, will, if such supplies are obtainable, speedily remedy any falling off that may take place in the stock of any particular kind of wood.

There has been very little variation in wood freights during the past year, and on the whole they have been very favorable to importers, from the Baltic as well as from the United States and Canadian ports.

The general trade of the country is at present in a sound condition, and the prospect for the current year is very hopeful. The present statistics of the wood trade, to which we have already made reference, also point to a very satisfactory business during the coming year, provided production is not unduly stimulated and all chance of a remunerative business destroyed by an over-supply.

The following is a statement of the cargoes of timber imported from British America, the pitch pine ports, and the Baltic for the last fifteen years:—

Year ending the import season of	BRITISH AMERICA.		PITCH PINE.
	Vessels.	Tonnage.	Estimated Ton.
1867.....	371	307,387	27,113
1868.....	332	258,007	37,306
1869.....	317	250,693	36,188
1870.....	340	266,763	41,765
1871.....	303	262,725	47,239
1872.....	337	272,909	66,065
1873.....	430	327,396	50,997
1874.....	408	367,377	85,200
1875.....	418	307,134	74,196
1876.....	621	504,007	60,360
1877.....	468	391,052	80,006
1878.....	359	260,313	48,605
1879.....	296	229,334	41,044
1880.....	424	332,376	59,972
1881.....	318	242,169	60,834

FOREST TREE CULTURE.

The following letter appears in the *Winnipeg Times* of Feb. 13:—

SIR,—The necessity and practicability of clothing at least a portion of our treeless prairies with plantations of timber has been so fully demonstrated that any discussion of the subject in abstract or general terms would be a waste of time.

To break the force of the cruel prairie winds; to check destructive fires; to provide a supply of fuel and fencing timber for the future, and to adorn our magnificent country, we must plant trees, and do so on a large scale. The question is, how?

The bonus formerly offered by Government in the shape of tree claims has been discontinued, a tacit acknowledgement of the failure of that plan. Many attempts have been made to promote tree planting by individual effort, but these again have failed, because few pioneer settlers have either time or means to spare from their more pressing needs. Such efforts would at best be feeble and isolated, while the work requires a vigorous and general movement embracing large areas.

Government aid having been withdrawn, and private enterprise having proved wholly inadequate, municipal authority may now be fairly invoked to deal with the matter.

County Councils have an ownership express or implied in road allowances. They can preserve, cut down or sell any timber growing thereon; and to this power in the County Councils, coupled with the fact that our road allowances comprise so large an area of land, we must look for a solution of the tree-planting problem.

Starting, then, with the assumption that local municipalities are the best qualified bodies to deal with such an undertaking, and that the road allowances on open prairies furnish the best field on which to operate, I throw out the following suggestions, believing that they indicate a basis on which a satisfactory scheme can be perfected.

Of the 99 feet road allowance plow 33 feet on either side, and 16½ feet in the middle, leaving two strips of unbroken sod 6 feet 3 inches wide, equidistant from the middle, for temporary travel pending the completion of the roadway proper. Backset in the fall, and then, leaving a fire break five feet wide outside, sow or plant with tree seeds or cuttings the remainder of the two outside 33 feet spaces. In reploughing the middle or 16½ feet strip, it should be turned inwards in order that repeated ploughing may throw it up to a proper curve for a roadway.

The cost of the ploughing, backsetting and seeding would be about \$120 per mile, or in a township of bare prairie containing 72 miles of road allowance, say \$8,000. An average township, however, would not require more than half the road allowance to be improved, there being sloughs, ravines, etc., to prevent it. Therefore, the roads of a county containing twelve townships would probably cost fifty thousand dollars, the interest on which, at 6 per cent.,

would constitute an annual charge upon the land of one cent and one-tenth of a cent per acre, viz., \$1.80 per section.

The ways and means could be provided either by a special levy on all the land, graduated according to the proportion of broken land in the district, or the work could be done on the local option principle, on a petition signed by a majority of the owners of property to be immediately benefitted; and the cost charged as a special rate over and above all other rates against that property.

After the seventh year, however, the improvement should be self-sustaining, as the right to thin out the young timber would lot for a sufficient sum to pay interest on the outlay.

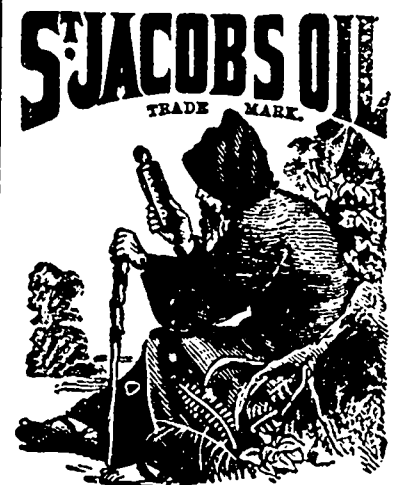
From the completion of the first ploughing, destructive prairie fires would be a thing of the past. From the same date, no man in his senses could lose himself on the prairie, therefore travel would be rendered safe at any season of the year, and at any hour of the day or night. An ample supply of timber for farm purposes would be assured, and for all time. Gradually the growth of timber would mitigate the keen blasts of winter, inducing other climatic changes of a beneficial character. And lastly, by enclosing each square mile of prairie with those gigantic hedgerows our country would be beautiful beyond description.

Yours truly,
JAMES LANG.

Langvale, January, 1882.

A CANADIAN Frenchman named Proculo Cadioux, was killed at John Dudgeon's camp, Alcona county, by the butt of a tree which he was chopping, falling on him and crushing and mangle him in a terrible manner.

THE St. John, N.B., *Freeman* says that there were shipped from the port of St. John, for trans-Atlantic ports, during the month of January, 1882, 6,177,225 sup. ft. of deals, battens and ends; 84,748 sup. ft. of scantling and boards; 33,000 pkgs. of palings; 524 tons of pine timber, and 353 tons of birch timber. The lumber was shipped in 10 vessels of 8,699 tons.



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