

as the Lieutenant-Governor by Order in Council may require. These books are to be open, at all reasonable hours, for inspection of any person appointed for carrying out the provision of the Act. On the exportation beyond the limits of the Province of any spiles or spars, or any timber manufactured in British Columbia upon which royalty has been paid, a drawback or rebate equal to one-half of the royalty is allowed.

IN felling large heavy trees, where it is necessary to cut them considerably above the roots, to get rid of the heavy end, which would sink the butt too much in the water when the tree is made into a raft, and in the other cases, a foot board is sometimes used for the chopper to stand upon and make a higher cut. A device to facilitate such work has been patented by Mr. Aaron L. Stevens, of Little Falls, Washington Territory. The foot board has an arm, beveled at its front end, to pass into a notch in the tree, and on the inner end of the arm are upwardly projecting points adapted to engage with the tree. The outer end of the arm is provided with two arms, one above the other, between which is pivoted a tongue, having at its outer end a socket into which fits one end of a board of suitable width and length for the operator to stand on when chopping the tree. The arms and pivot head of the board have roughened surfaces and notches, whereby the head is conveniently held in any desired position on the arm. The board can be moved around, to promote the convenience of the wood chopper as his work proceeds.

SOME time ago a numerously signed petition was sent from Algoma to the Department of Indian Affairs, praying that the Department make a rebate of interest due on lands in Thessalon township. The request was refused on the following grounds:

1. There has been an utter indifference on the part of the settlers to pay up either interest or principal.

2. Other lands in that locality are held at a higher figure for sale; lands unimproved, distant 3 miles from Thessalon, having been sold at \$18 an acre; and the municipality has assessed the unimproved lands at \$5 an acre, and improved at \$20, and the township all through is the best on the North Shore, except Day, which it joins. Every assistance has also been given in the shape of government roads; and to ascertain the value of the lands, a person has only to try and buy a lot. If the settlers were laboring under any disadvantages incident to a new country, there might be some grounds for their application; but where every facility is to hand, such as railways, public roads, saw mills, flour mills, furniture factories, etc., there is no reason why their request should be complied with, and an injustice thereby done the Indians for whom the lands have been sold by the Department.

THE custom of weighing lumber by the railway companies who transport it, at the point of destination instead of the place of shipment, has long been a great source of grievance to Toronto lumber dealers. Another great source of complaint has been the almost continuous scarcity of cars, and the constant stagnation in moving lumber from one point to another. With a view to getting their grievances remedied, a meeting of prominent lumbermen of the province was held at Toronto on the 28th of December, 1888. At that meeting the points in question were discussed at considerable length, and the requests of the lumbermen made known—what they wanted was one of two things—either that a scale of rates per feet be adopted, or that the railway companies make provision for the weighing of both cars and lumber at each point of shipment. As the Grand Trunk Railway annually handle nine-tenths of the lumber going into Toronto it is with this company that the lumbermen's grievances mainly lie. At the meeting mentioned a committee was appointed to wait upon Mr. Hickson and others of the Grand Trunk Railway to see if these grievances could not be remedied. Last month a large deputation of lumber dealers from Toronto and Hamilton waited upon the officers of the G. T. R. at Montreal, and laid their grievances before them. A full discussion was entered into, after which the deputation retired, fully impressed that something would be done to relieve them.

K. F. BURNS, M. P. has given the assurance to the President of the St. John Board of Trade, that the timber inspection act is not intended to be applied to New Brunswick and Nova Scotia. Commenting on this statement the *Miramichi Advance* very justly remarks: "There is one thing which we cannot understand and that is the statement made in behalf of the author of the bill that it was not intended to have it applied to New Brunswick. If that be so why were New Brunswick, Nova Scotia and Prince Edward Island expressly set apart as one inspectorial district, and why did it expressly repeal the New Brunswick statutes relating to the survey of lumber? We see it stated in some of the papers that the bill, if enacted, would not necessarily apply to New Brunswick, because of the section which provides that nothing in it 'shall oblige any person to have any timber or lumber inspected,' but, as we pointed out a fortnight since, with our provincial survey acts repealed and the obnoxious provisions compelling our lumber manufacturers to furnish the Dominion Government with complicated returns and pay a tax of \$20 per million s. f. on their output, the statement that the measure was not intended for New Brunswick as well as the other parts of the Dominion expressly mentioned in it, would be simply inexplicable. Manitoba and all the Northwest territories were exempted, because they were omitted from amongst the provinces, especially mentioned as inspectorial districts, but the bill covered the remainder of Canada. Let it be unmistakably understood that the Maritime Provinces do not want any such measure. If it is required for Ontario and Quebec let them have it by all means.

MR. J. C. BAILLEY, the veteran railway engineer, and Mr. Matthew Butler, C. E., have recently returned from an extended trip through the wilds of Northwestern Ontario, where they have been engaged in locating the line of the Nipissing and James Bay railway from North Bay to Lake Tamagaming. Lake Tamagaming is 75 miles from North Bay. When five miles from North Bay they encountered the forest and through it they had to cut their way the greater part of the 75 miles they travelled northward. Mr. Butler who was specially commissioned to examine the timber, found unlimited quantities of white pine, birch, rim ash, and tamarac in such quantities as to supply millions on millions of railway ties. Both gentlemen are very enthusiastic over the great wealth of timber land they have discovered. An examination of the soil was made and found to be very rich with a clay subsoil. This was ascertained not only by an inspection of the trees that grew on it, but by an actual view to be had on the banks of all the rivers. An abundance of game of all kinds was seen, moose are there by the thousands, and beavers, martins, mink, foxes and wolves also abound in great numbers. The Indians are the only trappers, and they make remunerative profit by their occupation. They carry their furs to the Hudson Bay Company's post at Lake Tamagaming and there do their trading. Mr. Bailley was surprised to find so many lakes not indicated on any map published. Large and small stretches of water were met with frequently, and one lake was found thirty miles long which was not shown on any map. In further describing the country through which they passed, or rather had to cut their way, Mr. Bailley says: "This country, which the Nipissing and James Bay railway will develop, is marvelous. There is enough timber there to supply the continent. On our way up we were continually meeting large belts of the very finest red and white pine and on our way back we saw even more. The country is rich, too, in minerals. At Lake Tamagaming we were shown samples of copper ore, but being unable to carry them back we threw them away. Across on the Montreal river Mr. Donnelly, the lumberman, showed us samples of lead, copper and silver ore taken from mining property held in the district by some Americans. The new line is eagerly looked for by the lumbermen who are carrying on operations on the Montreal river, and also by those who are interested in mining. At present it takes a whole season to float the logs down, but when the line is built mills will be built and the lumber brought down in a few days. I do not notice any

difference in the temperature from that of Toronto. At Lake Tamagaming we heard the birds singing in March, and everywhere we went the grass was quite green under the snow and the flowers were already coming up through it. I thought this a rather remarkable circumstance. The land is very rich all through the district. In Widdifield township we were shown fine farm products grown by Mr. Sache, formerly of Port Hope, who has been there only 20 months. Among them was a very fine sample of potatoes, of which he has hundreds of bushels. There is room in this district alone for a million people to make themselves happy homes.

IN this age of rapid transit any scheme which tends to shorten distances or save time becomes a matter of public importance. Quebec shippers are very much elated over the commencement of operations upon a most novel undertaking, a ship railway, across the Isthmus of Chignecto to obviate the sea voyage of from 500 to 600 miles around the Atlantic coast of Nova Scotia. This is a matter of great importance not only to the shippers of Quebec, but also to the shippers of the western lake ports who are doing a large trade with the New England States. Upon the completion of this work, a vessel loaded with grain or lumber may be shipped from Chicago, or most any of the western ports, to Boston, without breaking bulk. A glance at the map of Nova Scotia and its surroundings will convey an immediate and striking idea of the commercial importance of the undertaking. The Isthmus of Chignecto, which acts as a barrier to the continuous navigation of the Gulf of St. Lawrence and Bay of Fundy is hereafter, according to the plans of the Marine Railway Company, to be sailed by ships on rails. The ship railway will reduce by 600 miles the distance to be sailed between Montreal, Quebec, the Upper Lakes and St. John, N.B., and by 500 miles that between the St. Lawrence on the one side, and Portland, Boston and New York on the other. The line of railway is straight and almost perfectly level, and the distance is only about twenty miles. It will extend from Cumberland Basin in the Bay of Fundy to Baie Verte in the Gulf of St. Lawrence. At each of the termini will be docks for the reception of the vessels to be transported, which will be raised and lowered on cradles by hydraulic ship lifts to the level of the rails and hauled by powerful locomotives, the capacity of the works being to transport vessels as large as one thousand tons burthen. The entire work is estimated to cost \$5,000,000. In addition to its being advantageous to the western shippers to eastern ports, it will also be of immense advantage to the fishing fleets of both Canada and the United States.

#### SPLINTERS.

THE imports of forest products at Melbourne, Australia, from the United States for the year 1888 were 67,082,732 feet.

BUNA Verta timber, which strongly resembles oak, is being imported from Central America by parties in New York, to be manufactured into cigar boxes and furniture. The sticks are about twenty-four inches square and of considerable length.

SAWDUST is being used by some builders for mortar instead of sand. It is said to answer well; as it is one-half lighter than sand, and it has some advantages when used on ceilings. Mortar made of quick lime and saw dust mixed with cement, does well for brick or stone work.

The imports of wood and manufactures thereof in the Dominion of Canada for the month of February 1889, amounted to \$82,696.00, the duty on which (exclusive of British Columbia) amounted to \$20,271.39. During the same month there were exported of forest products \$591,705.

T. A. WALKER, the English contractor, who has the contracts for constructing the great ship canal from Liverpool to Manchester, England, and the docks at