

is completed. Passengers will not be taken until next year as there will be some work still to be done in the way of trimming up."

### Railway and Forest.

UNDER this title the *Canada Lumberman* says:

The report of the Forestry Division of the United States Department of Agriculture gives information respecting "The relation of Railroads to Forest Supply and Forestry," which should be of much value to the people of Canada.

The total length of railroads in the United States was at close of

1840 . . . . .	2,795 miles.
1850 . . . . .	9,021 "
1860 . . . . .	30,635 "
1870 . . . . .	52,914 "
1880 . . . . .	93,349 "
1886 . . . . .	137,615 "

It is estimated that about 12,000 miles will be completed in 1887.

The quantity of timber required for ties, bridges, station buildings and other structures over these roads is much greater than most persons suppose. It may, indeed, be justly called enormous. In many of the districts in which railroads have been built timber was so abundant that it was used for every conceivable purpose, as being the cheapest of all materials.

The length of track, it will be understood, considerably exceeds the length of road. The report assumes that it is 187,500 miles. Allowing 2,640 ties for each mile, the whole number would be 495 millions, and as each contains three cubic feet of timber on the average, the whole quantity embedded under the entire mileage is 1,485,000,000 cubic feet.

It is difficult to ascertain the quantity used in bridges, trestles and piles: 2,000 feet per mile is considered a fair average. The total at that estimate is 375 million cubic feet.

Telegraph poles number 30 to the mile and in all about five million. At an average of ten cubic feet for each they require 50 million feet more.

But for every cubic foot ready for use in ties, bridges, etc., 14 feet of round timber is used.

The total quantity cut is therefore 3,150,000,000 cubic feet. It is almost impossible to conceive what these figures mean.

The average life of ties is about seven years; the average life of bridge timber and poles about ten years. To maintain the present roads requires therefore 70,714,286 new ties every year. Allowing for renewals of bridges, trestles, etc., the total quantity required is nearly 235 million cubic feet per year.

Then putting the construction of new roads at the low average of 5,000 miles each year, 13,200,000 new ties and ten million feet of timber, bridges, etc., are required for this purpose.

The total annual demand is now 305,712,858 cubic feet. The demand must increase every year if nothing be done to prevent it. The

waste in getting out ties and railway timber is very great. The railroad managers require the best material. When wood is so abundant that much is burned in order to clear the land, the farmers who generally get out ties and timber do not feel the necessity of care or economy. Young oak, larch and pine trees, which furnish but a single tie each, are recklessly cut down, and the means of restoring the forests from which the larger trees have been taken for other purposes are thus destroyed.

The effects of this recklessness are now very perceptible, especially in the wooded districts from which supplies for the prairie roads have been taken. In vast districts what were valuable forests are now mere wastes of brush and firewood.

It is calculated that all the valuable timber on 296,847 acres of well wooded land is required each year to meet the demands of the railroads, assuming that every acre will yield 300 ties. Vast as is the supply it must soon be exhausted if the consumption continue at this rate ever increasing.

In Europe, where timber of all kinds is comparatively scarce and dear, steel ties are used by some roads and are found satisfactory. It is hardly to be supposed that steel ties will come much into use on this continent for many years to come. Other European roads use antiseptics to prolong the life of ties and to render wood hitherto not used suitable for this purpose. Antiseptic preparations, it is suggested, could be profitably used in those parts of America in which suitable wood is scarce. The Union Pacific and the Atchafalaya, Topeka & Santa Fe Roads have established works at which soft woods are treated to make them suitable for ties, piling, etc.

In Canada the scarcity of wood for railway purposes has not yet been much felt. But there are some districts to which ties and timber must be hauled for a considerable distance even now, not to speak of the prairie roads, for which in most cases only soft wood can be got.

The report urges the owners of land, and especially those railroad companies which have obtained great land subsidies from the government, to provide against future want by planting extensively now. It tells of instances in which arboriculture has been carried on profitably and satisfactorily on a large scale, as well as of the great success which has crowned the labors of those who have planted trees for farm and homestead purposes on the treeless prairie.

It is asserted that farmers who sell hardwood or pine ties at 30 to 35 cents each waste what must be very valuable in a few years—what indeed is worth now much more than the price they get, and farmers are urged to combine wherever they can to obtain better prices.

### Rogues of the Rail.

"RAILROAD confidence men have had their day," said an old Erie Railroad conductor, "but if I had all the money they made in a year, on this road alone, say twenty years

ago, I could rest in clover, and wouldn't be afraid to straddle the ante every time, no matter how big it was.

"The flush times of railroad confidence operators were during the war, and for a few years after it. Money was plenty, morals were lax, and train men didn't seem to think it any part of their duty to stand guard over the property of credulous travellers or those whose cupidity ran away with their reason. I guess there wasn't a trunk line in the country then that didn't have trainmen in its employ whose fees from well known travelling crooks were as much each month as the company paid them for their services, if not more. They were a slick lot that worked the trains in those days, and no mistake. I know only one of that school of sharpers who is alive, and he is earning his living as a Methodist preacher, and as he is as poor as Job's turkey and has a family of eight children, I really think his reform is genuine. There was 'Wide Awake' Rushy, as the prince of all confidence men of that day, Rush Wakeman, was called; John Bard, or 'Gentleman John'; Warren Kreeck, the 'Professor'; Billy Bartlett, 'Red Shirt' Kelly, and others whose names I've forgotten. Wakeman died in Toronto a year or two ago, a helpless and speechless paralytic. John Bard was killed while jumping from a train with a sum of money he had won from a drover. Warren Kreeck was killed by a gambler in Texas, and 'Red Shirt' Kelly died in a Pennsylvania poor house.

"Nearly all of the smart confidence men that formerly worked the railroad were products of the local towns. Their knowledge of localities and people stood them in such aid that they could work all around New York City operators who once and awhile tried their hands at their games. The cheekiest and slickest piece of confidence work I ever saw done was done by a Waverly expert, a young man whose family is well known in the southern tier. There was a treasurer of a Pennsylvania county who was in the habit of coming over into this State with the contents of the whole county treasury in his pocket and having a good time with the public funds. This sharp young Waverly man came to town one night it happened in Port Jervis and although an entire stranger, soon got acquainted with a crowd who were having a lively racket in one of the saloons. The county treasurer was there. The Waverly confidence man said to one of the men present that he could borrow \$500 of the treasurer if he had it. The other bet \$10 that he couldn't do it. The Waverly man went up to the treasurer and whispered in his ear.

"I've bet \$10 I could borrow \$500 of you. Say nothing, but count out the money in my hand. I'll win the ten and divide with you."

"Certainly," said the model treasurer, and handed over \$500. The bet was paid and divided. When drinks were had on the joke, the treasurer reached to get the \$500 back. But the confidence sharper was too sly for that. The loan had been fair and square, he said, and he had paid a bonus of \$5 to get it. Nothing had been said about how long the