

Need For Reform in the Way of Protecting the Forests

There is Urgent Need for More Care and Diligence--Some Suggestions as to How Fire Ranging Could be Improved--The Protection of Fish and Game is Also an Important Question.

(Correspondence of the Toronto Globe.)

On the National Transcontinental, Northern Ontario, Aug. 16--Each succeeding year the Province of Ontario sends out a small army of fire-rangers at a cost of many thousands of dollars, for the purpose of the protection and conservation of the standing timber of the northern portion of the Province. To one who has travelled on foot and by canoe through much of this country the fact of the failure in practice of an otherwise sound policy is forcibly brought home, for there can be no sadder sight than mile after mile of desolate brule, whose trees, bereft of foliage stand gaunt against the sky line or ghost-like in the moonlight, sad monuments to the inability, carelessness, or worse, of those to whom their keeping is entrusted.

RANGERS SEEM TO BE SCARCE. In three months since the arrival of the fire-rangers your correspondent has seen only three men patrolling their beat even in the scorching hot weather in June and July, and this over a portion of country extending along 500 miles of the line of the Transcontinental Railway, where protection is most needed. Strange to say none of these rangers were young men. One usually found them very much in the neighborhood of their camp holding down what would seem to be a "piece of easy money" apparently responsible to no one and with a woeful lack of the sense of duty to the position entrusted to them.

URGENT NEED OF PROTECTION. In this section there is very urgent need of the best possible protection for the reason that the first asset of a prospective settler is the pulpwood which will reimburse him for the labor of clearing the farm and from the proceeds of the sale of which he can tide over the stringency of the pioneer period. Pulpwood is becoming more and more valuable each year and each year's fires are visibly decreasing the supply at a greater rate than the woodman's axe. But of this young foreigner employed in railway construction takes no thought

his only thought is to rid himself of the flies or mosquitoes which make his life miserable in the "borrow pit" at the side of the dump and interfere with his work as well as his comfort. Hence he starts a "smudge" forgets to extinguish it, goes off to eat or sleep and soon the fire is beyond any human control. Then our brave ranger gets interested, and goes to see the fire burn just as any ordinary person would do, speculates how it started how far it will go and goes about threatening dire vengeance on all and sundry--all when too late. The history of fires along the Transcontinental goes to prove that more fires are traceable to smudges built by the "muckers" whose work is a full season ahead of the steel gangs, than to sparks from locomotives, and here is just the place where our ranger might do good work and not only earn his salary but do some real good in forest conservation.

WHAT RANGERS COULD DO. Granted the fact that he cannot speak a word of Russian, Swedish, French, or Italian, it lies within his power, by the exhibition of his star, or, better still a pair of bracelets, which inference is apparent to the duller brain or most uncomprehending mind, to impress what will happen if they persist in lighting smudges and if found doing so a second time to enforce the regulation regarding a fine of fifty dollars and see to it that the same is deducted from the offender's estimate at the time of the completion of his contract. A fire-ranger's value is like that of a police officer, and lies mostly in prevention, and not cure. If every man patrolled his beat regularly except in wet weather, fire would be minimized. But since he apparently will not do this of his own volition let him be made responsible to the resident engineer and make weekly returns of all ground covered with the signature on each trip of the sub-contractors on whose section he is located. This would only be fair to the contractors, who are held financially responsible for any damage that may follow

fires originating on their section of the work. As a purely business proposition it is only right to get some visible return for the money spent so lavishly for the protection of our standing timber.

MEN WITH CONSCIENCES WANT-ED.

Nor is there such great need for experienced bushmen to the exclusion of college students. By all means encourage the man who is winning his own way to a degree by giving him such a position but give it to the fellow who needs the money and who is willing to give service for salary, and not to the chap who simply wants to have the experience of roughing it in the bush so that he may brag about his adventures while his coat of tan lasts. What is wanted is men who can hold a Government position where there is practically no supervision, and yet keep an open conscience to the duty of their post.

FISH AND GAME

Again in the matter of the protection of fish and game very little is being done and it is feared the authorities will not awake up until too late to the fact that the forests and streams are being unlawfully despoiled at an alarming rate. Many of pike, dore and perch while in some of the river sturgeon and lunge are obtainable. From laziness, lack of skill, but more often greed many of these same foreigners discard the line and resort to the use of dynamite to keep up a supply and this under the very eyes of the fire-ranger, and yet a conviction is thus far unheard of. Then too the conviction of some of the representatives of the old fur-trading companies for having in their possession unlawful furs show just to what extent men are in the trapping business for the money they can make out of it in contravention of all laws or regulations for the preservation of otter and beaver which, with some others, have practically disappeared within a radius of twenty miles or more of the line since the opening up of the country three years ago. Soon game will be as scarce in the northern woods as it is in old Ontario.

THE MYSTERY SHIP OF BRITAIN'S NAVY

Wonderful Cruiser Recently Launched, Built With Great Secrecy--The Lion is Armed with a New Type of Gun and Has a Great Armament--Most Powerful Sea Fighter.

London, Aug. 17--The launching last week of the "mystery ship" of Great Britain's navy, the battleship-cruiser Lion, marked the floating of the most wonderful engine of warfare that has ever taken the water. More powerful than the most powerful Dreadnought, and almost as fast as the fastest destroyer, nothing like her as ever before been attempted by a British naval architect. Since she was laid down towards the end of last year the greatest secrecy has been maintained regarding her most important features, and she has come to be known as the "mystery ship" of the fleet.

The Lion, when completed, will displace 26,360 tons. She will thus be nearly half as large again as the original Dreadnought, which displaces only 17,900 tons.

GREAT ARMAMENT

Her armament will consist of eight 13.5 in. guns, each capable of throwing a shell weighing 1,300 lbs. The 12 in. guns of the Dreadnought only throw a shell weighing 850 lbs. The 13.5 in. gun is an innovation in the fleet. The Admiralty have been making exhaustive experiments with these tremendous weapons for the last year or so, and that they have been proved satisfactory is shown by their being mounted on the Lion.

These guns will be mounted in four turrets, all placed on the centre-line of the ship and so arranged that four guns bear ahead, two astern, and the entire eight on the beam.

10,400 LBS. OF METAL

The battleships of the Hercules and Orion classes--now building--with their ten 12-inch guns, can fire 8,500 lbs. of metal on the broadside. The Lion, with her eight 13.5 in. guns, will be able to fire 10,400 lbs. of metal. The Lion will thus have a superiority in gunfire of 22.3 per cent. over the battleship.

This is not all. It has been pointed out that the water-line armour of the other battleship-cruisers--the Invincibles--was inferior to that of the Dreadnought by four inches. Since then, however, the side armor of our battleships has been reduced to 9 1/2 ins.

The Indefatigable, now completing, was given 8 ins. The Lion will have 9 1/2 ins.--the same as the battleships of the St. Vincent class. Further, it will be of an improved method of manufacture, known as the Simpson process, and it is claimed that 9 1/2 ins. of Simpson is fully equal to 11 ins. of Krupp.

The designed speed of the Lion is twenty-eight knots, over which an increase of at least two knots, and prob-

ably more, is confidently anticipated. The Parsons turbines will be of no less than 70,000-h.p.

The Lion is officially an "armoured cruiser." She will not generally be reckoned with battleships; and yet she is superior on nearly every point. Here is a brief comparison of her with the St. Vincent, the largest Dreadnought now in commission:

Displacement--26,360 19,250 tons.
Speed--28 knots 24 knots.
Guns--Eight 13.5 in. Ten 12 in.
Weight of fire--10,400 lbs. 8,500 lbs.
Armour--9.75 ins. 9.75 ins.
Armour--Simpson Krupp.

Nothing in the recent history of naval development has been half so phenomenal as the growth of the armoured cruiser.

Within two years of beginning these ships we had added 4,000 tons to the displacement of our armoured cruisers, laying down the Invincible, Inflexible and Indomitable, of 17,250 tons--only 650 tons less than the contemporary Dreadnought.

In the Indefatigable the displacement was increased to 18,750 tons in order to allow a better distribution of the heavy guns.

Now comes the Lion, with her displacement nearly half as great again and her immensely superior main armament.

In appearance the Lion will present many striking features. Her bows are raised higher than in any previous ships of her class, and she will when at sea resemble a giant scout more than a cruiser.

Her total cost will be about £2,175,000, or nearly three times as much as the armoured cruisers of the Kent class cost.

Tungsten mining and millings near Bouldet, Colji, has received a great impetus lately owing to improved methods and better prices. The leading plant of the country, which is in that locality, is now electrically operated entirely and the greater proportion of the Tungsten is being recovered.

250 MILES OF THE TRANSCONTINENTAL IN OPERATION THIS FALL

Ottawa, Aug. 17--This fall the Grand Trunk Pacific will, it is learned, be operating a 250 mile stretch of the new transcontinental road between Weymontachene and the St. Lawrence River. The section is practically completed now and the contractors, MacDonald & O'Brien, are carrying passengers and collecting fares. The road will soon be turned over to the Grand Trunk Pacific and a regular train service put on. The passenger traffic will be limited but it is expected that a large business will be done in carrying lumber.

Within two or three months the National Transcontinental commissioners will invite tenders for the construction of the car ferries which will enable traffic to be carried across the St. Lawrence river till the bridge is built.

The Grand Trunk Pacific Co. has been asked to state the number of cars it is desirable the ferries should be able to carry. There are four car ferries now operating, with a capacity of thirty freight cars. It is expected that the G. T. P. ferries will be as large if not larger than these.

The line will be completed through New Brunswick shortly, and with a ferry service across the St. Lawrence a through train service will be put on from Weymontachene to Moncton, probably next spring.

The whole line, from Moncton to Winnipeg, is under construction, and all the contractors are making good progress with their work.

WOMAN PUTS PAIR OF BURGLARS TO FLIGHT

Windsor, Ont., Aug. 16--A daring attempt at burglary was made at Coatsworth, near Leamington, on a recent night, when two men gained entrance to the grocery store of J. Hooper, about 1.30 o'clock in the morning, but were chased out at the point of a revolver in the hands of a woman.

The two men first entered the basement of the store and finding no booty there entered the main part of the store through the front door by means of a skeleton key.

Mr. Hooper was away from town at the time and Mrs. Hooper was alone in the house when she was awakened by hearing a noise in the building and discovered rays of light from an electric lamp shining in her room. She at once climbed out of bed and hustled for the old revolver. The men, hearing her coming, left for the door but decided to stay around the back yard until Mrs. Hooper arrived at the scene and sent two bullets after them. They didn't stay any longer.

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A. J. Ryan guarantees it. It will grow hair, stop itching scalp, falling hair, and make the hair thick and abundant. It prevents hair from becoming the favorite with women of taste and culture, who know the social value of beautiful hair. A large, generous bottle costs only 50c., at leading druggists, everywhere, and in Fredericton by A. J. Ryan. The word "SALVIA" (Latin for sage) is on every bottle.

NOTED CHEMIST DEAD

Bad Nassau, Germany, Aug. 17--Dr. Charles Fahlberg, a noted chemist, is dead here. He was the co-discoverer to New York, in 1879, with Dr. Ira Remsen, of saccharin.

UNFAIR

Hazel, aged seven, while feeding the cat at the dinner table, was reproved by her father, who told her that the cat must wait until later, whereupon the small girl wept and said:

"I think it is a shame, just because she is a poor dumb animal, to treat her like a hired girl."

GUIDE FOR TRAVELLERS

INTERCOLONIAL DEPARTURES.

No. 303--Mixed for Loggieville, 5.00
No. 317--Suburban for Gibson and Marysville, 6.15.
No. 321--Suburban for Gibson and Marysville, 11.15.
No. 323--Suburban for Gibson and Marysville, 16.20.
No. 301--Express for Loggieville, Chatham, Campbellton, Quebec, Montreal, etc., 18.30.
No. 327--Suburban for Gibson and Marysville, 18.40.
No. 229--Suburban for Gibson and Marysville, 22.00.

ARRIVALS

No. 306--Suburban from Marysville 7.45.
No. 302--Express from Loggieville, Chatham Junction 11.25.
No. 308--Suburban from Marysville 13.30.
No. 304--Mixed from Loggieville and Chatham Junction, 16.00.
No. 310--Suburban from Marysville 19.15.
No. 316--Suburban from Marysville 21.55.

CANADIAN PACIFIC DEPARTURES

6.20 a.m.--Express for St. John, Portland, Boston, Woodstock, etc.
7.55 a.m.--Mixed for Woodstock and points North. Leaves St. Marys at 8.35.
9.45 a.m.--Express for St. John and points east.
4.45 p.m.--Mixed for Woodstock, via Gibson branch on Tuesdays, Thursdays and Saturdays.
5.50 p.m.--Express for Montreal, and Boston, Woodstock, St. Stephen, etc.
9.05 p.m.--Express for St. John and points east.

ARRIVALS

9.10 a.m.--Express from St. John and points east.
11.20 a.m.--Mixed from Woodstock via Gibson branch, Tuesdays, Thursdays and Fridays.
11.35 a.m.--Express from Montreal, Boston, etc.
7.50 p.m.--Express from St. John, and points east.
9.05 p.m.--Mixed from Woodstock, and points North.
10.50 p.m.--Express from Boston, Portland, Woodstock, St. Stephen, etc.

STAR LINE S. S. CO.

Steamer Victoria leaves for St. John every Monday, Wednesday and Friday at 8 o'clock a.m. Arrives on Tuesdays, Thursdays and Saturdays at 4.30 p.m.

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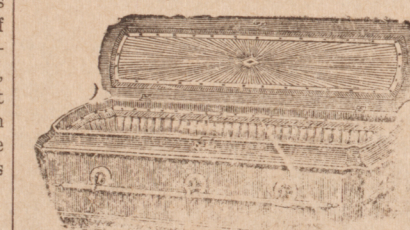
Steamer Elaine leaves for St. John every Tuesday, Thursday and Saturday at eight o'clock. Arrives every Monday, Wednesday and Friday at 4.30 p.m.

Steamer Hampstead leaves Fredericton every week day for Gagetown at 4 o'clock p.m. Arrives from Gagetown at 10.30 a.m.

Stage line for Meductic and point on western side of river leaves the post office Mondays, Wednesdays and Fridays at 7.30 a.m.

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Notice to Plumbers, &c.

All contractors, plumbers, and others having charge of plumbing work in this city are required to hereafter comply strictly with the fourth and other regulations of the Provincial Board of Health with respect to Plumbing and House Draining--more particularly by filing with the Local Board plans and specifications of proposed work for approval. Compliance with this law will hereafter be strictly enforced. Blank forms will be furnished on application to the undersigned.

By order of the Fredericton Board of Health.
Dated this 29th day of June, A. D. 1910.
CHAS. W. BECKWITH, Secretary.
Fredericton Board of Health.

FOR SALE

The Hunting Cabin, Motor Boat, "Idylar" 35 ft. long, 7' 8" beam, 15-20 h.p. Smalley 3 cylinder engine. Boat well fitted. Roomy. W. C. etc. Speed 10 knots. Three years old. Price low. Will be in Fredericton for two days for inspection. Date given on application to F. L. Cooper.

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"Now that I have flagged Thee, lift up my feet from the rough road of life and plant them safely on the deck of the train of salvation. Let me use the safety lamp of prudence, make all my couplings with the link of love and let my handlamp be the Bible, and keep all switches closed that lead off the main line into the sidings with blind ends. Have every semaphore block along the line show the white light of hope, that I may make the run of life without stopping. Give me the Ten Commandments as a working card, and when I have finished the run on schedule time and pulled into the terminal, may Thou, Superintendent of the Universe, say: Well done, good and faithful servant, come into the general office and sign the payroll."--Milwaukee Sentinel.

Animals slaughtered on the farm in 1910 will be recorded for the values of horned or neat cattle, sheep, swine and poultry. Horses are not included in the values, as in our country their meats are not used for food.

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