

**CORRESPONDENCE**

Letters are invited from our readers on matters of practical and timely interest to the lumber trades. To secure insertion all communications must be accompanied with name and address of writer, not necessarily for publication. The publisher will not hold himself responsible for opinions of correspondents.

**THE INTERCOLONIAL R.R. AS A MEANS FOR THE TRANSPORTATION OF LUMBER.**

It has been said that the portion of the Intercolonial railway which extends from Campbellton to Moncton, a distance of 185 miles, does not pay. If this be true the following statement of facts will show that it can be made to pay, if by nothing else than by the transportation of timber from the vast forests which can be made tributary to it.

In order to give some idea as to what could be done in the way of lumber business over this road within the country above named, I will call attention to the districts. One of them extends from Bathurst to Campbellton (not including the Nepisiquit river); the other embraces the southwest Miramichi and its branches. In the first district there is a crown land territory of about 1,000 square miles of forest land, which is nearly all green. It is intersected by about fourteen small rivers and streams, which can be easily driven; these are crossed by the Intercolonial at their mouths. The timber in this country consists largely of hard woods, such as white birch of large size, yellow birch, etc., as well as of spruce (*Abies alba*), cedar and fir. Cedar is particularly abundant and of good quality. The spruce has been much cut among, for deal logs, but there is very much timber, chiefly of smaller size, yet left, which would be suitable for the American market and for domestic uses. There is also on some of these streams much small pine which could be sawn at their mouths for the same market.

At the Moncton sugar refinery 3000 cords of hard and soft wood are annually sawn into staves and heading for barrels. These streams will yield from 20,000 to 30,000 cords of such wood per year for many years. The waters of these rivers are also very pure, and there is no place that I know of where pulp wood can be more cheaply produced than at some of their mouths. The south west Miramichi river, by the aid of the Canada Eastern Railway, can be made a most important feeder to the Intercolonial.

Forty per cent. of all the stumpage on spruce and pine which is received by the Province of New Brunswick, from its crown lands, is derived from timber cut on this river and its branches. There are now on the south west Miramichi and its branches between Boiestown and the Intercolonial railway, more than 200 million feet B. M. of hemlock logs. Many of these logs have been peeled for the bark and have been left in the woods. The timber of much of this is yet fit to be manufactured into boards.

This is the first year in which hemlock boards have been manufactured to any extent on this river. Mr. A. Gibson erected a mill this spring for that purpose, on the line of the Canada Eastern railway at the mouth of Bartholomew river; this mill has done a large business this season.

An experienced Miramichi woodsman estimates that 8 million feet of hemlock logs B. M. can be delivered alongside of the Canada Eastern at Blackville, on the s. w. Miramichi, for many years, at from \$2.50 to \$2.75 per M. feet B. M.

Blackville is about 24 miles from Chatham Junction, on the I. C. R., which itself is about 72 miles from Moncton. The same party says that a very large quantity of spruce logs, too small to be used in the manufacture of English deal, can be delivered annually at the same point at Blackville, for \$4 per M feet B. M. This lumber would make good pulp wood, and the water of the Miramichi there is of great purity.

Cedar also is abundant on the s. w. Miramichi, not much of it having been yet cut on that stream. This, as well as birch, of which there are yet some hundreds of million feet B. M. for stave making, could also be delivered at the above point, the latter at \$2.50 per cord.

In connection with this matter of trade development, at the request of some of the leading citizens of Moncton, I visited that port not long since, in order to examine the terminal facilities which Moncton could afford for a large increase in the timber trade over the Intercolonial. To my astonishment I found that the I. C. R. wharf there was built of round logs and was of the dimension of 110 by 120 feet, and that only one vessel could be loaded at a time at it. Thus until something is done by the I. C. R. to improve this state of things there can be no great increase of trade in lumber over this road. On the other hand let shipping facilities be properly provided at Moncton, then, and not until then, a vast increase of business can be created on the I. C. R. from the timber on the lands mentioned, and its trade with foreign ports, (the U. S. and others), will assume great dimensions. Moncton once was a great ship building place and a leading citizen of the town told me that many large ships had formerly been built there, some of them of 1400 tons burden.

EDWARD JACK.

FREDERICTON, N. B.

**THE HARDWOOD LUMBER TRADE.**

To the Editor of the CANADA LUMBERMAN.

SIR, Through the medium of your ably edited and influential journal I would be pleased to see the matter of Canadian hardwoods considered by your readers, and I presume upon your time and space to draw attention to a few points, briefly, with that object.

Many of your readers are doubtless of the opinion that Great Britain would, and I believe does now, consume considerable quantities of maple, birch, soft elm, basswood and ash timber, planks and other lumber. The greater part of these kinds of wood goods now goes from the United States.

Can we not have this trade? We should have more of it and I think we should try to get it.

Although the hardwood mill men are not usually wealthy, nor large operators, when the aggregate of their investments and product are considered, the hardwood business is after all not so much inferior to the pine interests of the country.

Then again, the hardwood mill man deals largely with the farmers and settlers who stay permanently in the country, and do not disappear with the forests as the pine operatives so largely do. We find the Ontario Government spending thousands of dollars annually on pine properties, but nothing to further the interests of the hardwood lumber trade. Possibly the Hon. Commissioner of Crown Lands has never had the matter under his consideration. I think if the

matter be brought to his attention, and the commissioners be sent to England to gather all obtainable information as to the needs of the trade, the kinds, lengths, widths, thicknesses, uses to which put and amounts needed for the usual requirements of the trade, the selling of 1 and 2 maple, basswood, ash and elm at \$11 or \$12 per 1,000 feet would probably cease.

Do you ask why do not the hardwood men send their representatives over at their own expense? I would ask, where is there a hardwood mill man who has laid by enough money from such prices during the last five years or more to defray such expense? And yet the hardwood mills give probably as much or more employment than the pine trade, furnish more farmers and laborers with small properties and homes, with (small sums though they may be) money for taxes, store bills and family necessaries, realizing therefor the munificent sums of three to five dollars per 1,000 feet delivered at the mills for their logs, which should be worth double that figure to the farmers, and leave a better margin and more ready sale to the mill men for their product. I should like to see a discussion from the hardwood lumbermen as well as your editorial views upon the matter crudely set forth herein.

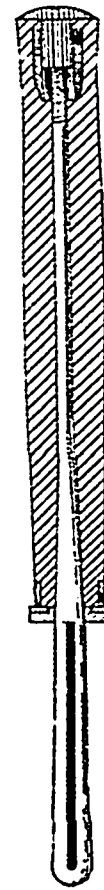
Yours respectfully,

J. T. SCHELL.

Alexandria, Dec. 9th, 1895.

**"BURNS" CROSS-CUT SAW HANDLE.**

We illustrate here with a sectional view the "Burns" patent crosscut saw handle, pronounced by the many who use it as being the strongest and most easily adjusted handle ever invented. A spindle extends through the wooden handle into a long nut at the top, where there is practically no strain, and the spindle is solid and strongest at that part where the strain is the greatest. Usually the loop is fastened in the bottom of the handle near the back of saw, thus having a hinge action or being weak at a point where most strain is exerted. The adjustment of this handle is claimed to be perfect and does not work loose. If necessary, the spindle may be screwed up through the nut, allowing a narrower saw than usual to be firmly tightened to the loop. This handle was patented June 26, 1893, and is made only by the E. R. Burns Saw Co., of Toronto.



**FEED WATER DATA.**

Is buying a feed water heater never take the work of the seller, unless he can place before you data that means something. He may tell you that it is of so many horse power; take very little stock in that assertion. In order to find out what the heater can do, let him give you in plain figures:

- (1) Square feet of heating surface.
- (2) Amount of water contained in heater.
- (3) Time for a given volume to pass.
- (4) Amount of feed raised a certain number of degrees by a certain amount of steam passing at a given pressure.

With these data you can calculate just what the heater can do, also just what it will not do.