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FRIDRICKSON BROS. & Co., Selkirk, Man., have got out 30,000 logs the past season, at Icelandic, on White Mud river, and boats are now being made ready for bringing them to Selkirk. The company is having a lumber barge built, 110 feet long.

The *Lumber World* says:—It is generally supposed that California redwood is a very durable timber, but a gentleman who has had much experience with it says this is a mistake, and that redwood, when exposed to alternations of moisture and dampness, will not last more than from three to five years before being completely rotted. When placed under water so as to be completely excluded from air, it will last for an indefinite period. Planks thus situated have been found perfectly sound after twenty-five years.

A DESPATCH from Quebec of April 17th, says: The high water this spring is likely to assist lumbermen very materially in getting out their logs. Mr. J. B. Charlson, who has some 50,000 logs cut in the woods near Windsor mills, received a telegram yesterday, informing him that the river was overflowing its banks, and telling him to bring up men. He accordingly left at once, taking up some forty men for the drive. The weather is quite close and warm to-day, and the snow is rapidly melting.

The St. John, N. B., *News* says:—Last January, when Mr. Gibson took stock of his lumber at the various mills in St. John, he had a total quantity available for shipment of 40,000,000 feet. Besides that he had 10,000,000 feet of logs frozen up in the ice on the Nashwaak River. This winter Mr. Gibson's cut, as estimated previously by the *News*, will reach a total of 26,000,000 feet. Add to this 10,000,000 feet cut on Grand Lake waters by Messrs. Tayley, which are under contract to the nabob of the Nashwaak, and the total quantity of lumber, exclusive of possible purchases, that Mr. Gibson will control this year amounts to 86,000,000 feet.

The *Minnesoda Tribune*, discussing the lumbering operations in the Riding Mountains, has the following interesting statement:—Forty men and fifteen teams were employed in Jermy & Bolton's shanty, and with this force nearly 23,000 logs were got to the banks ready for the drive. The logs had to be drawn about five miles and a half. The cut of the different firms is estimated as follows:—Maddon & McNoe, for Major Douglas, of Minnesoda, 14,000 logs; Hudson Bay Co., Strathclair, 14,000; Whimster & Kyle, Strathclair, 14,000; Cameron & Sons, Rolling River, 4,000. All these firms are actively preparing for the drive, and there will be lively times on the river in a week or two.

#### APPRECIATED.

To a communication enclosing his subscription for the CANADA LUMBERMAN, and the name of a new subscriber, Mr. Silas R. Lantz, of Paradise, Annapolis County, N. S., appends the following appreciative paragraph:—"Before closing I would like to express my satisfaction in reading your valuable paper. As a lumberman its value is untold, the information in its columns being very valuable to persons in the business."

#### THE PEACE RIVER.

We take the following extracts from an account of the Peace River published by the *Edmonton Bulletin*:—

"From Rocky Mountain portage to the rapids, 30 miles below Fort Vermillion, a distance of 453 miles, there is an unbroken stretch of navigable water. The current is strong but not swift, and the volume of water is twice as great as in the Saskatchewan at Edmonton. The river has a stony bottom and there are a few islands, but no sand bars. The banks are very high from the portage to the mouth of the Smoky river. Many large and small streams fall in on both sides of the main river, which having a considerable fall near their mouths would give excellent water power. The south bank is heavily timbered all the way from the mountains down, but the north bank is open prairie."

The banks of the river in the lower part of its course are low and heavily timbered, as is the country on both sides. The total length of the Peace from the head of the parsnip to the junction with the Athabasca is about 850 miles.

The country along the Parsnip and Finlay branches of the Peace is heavily timbered with spruce, hemlock, poplar and birch, with some pine, cedar and fir. The climate is damp and the snow fall very great—sometimes seven feet at Fort McLeod. On the north side of the river, east of the mountains as far as the mouth of Smoky river, the country is mixed prairie and timber, with the prairie predominating for from fifty to one hundred miles back from the river. The land is high, dry and rolling, well watered by numerous creeks. The soil is a sandy loam, and grass grows luxuriantly. So much so that upland hay can be cut. There are many fresh water ponds and lakes, and no alkali is visible anywhere. One of these ponds 20 miles north of the Mountain Portage, is a round basin of perfectly clear water, without inlet or outlet, and stocked with three varieties of trout, which can be caught at all seasons of the year. The timber is generally much larger and of better quality than what grows at Edmonton, the poplar being larger and the spruce free from knots. Between the clumps of timber the prairie is clean and would be easy to break. There are very few hay swamps, espec-

ially near the river. Fort Dunvegon is situated on the river about forty miles above the forks by land and is in the heart of this prairie country. The prairie extends down the river to Fort Vermillion, but does not come quite to the river bank below the Forks. The soil is richer in this lower part, but it is not quite so high or dry as that around Dunvegon. Below Vermillion the land is low and entirely covered with timber.

On the south side the country is well timbered for about 80 miles below the portage. Below that point to the mouth of Smoky river the bank is heavily timbered, but the back country is only partially so, and after a distance of about 20 miles from the river is reached the Beaver Plain commences, which extends southward nearly to the Jasper House, takes in the upper part of Smoky river on the east and extends west to the mountains. This plain has the same general characteristics as that north of the river, except that it has less timber, but it has wood on all sides of it. Below the mouth of Smoky river on the east and south side the country is covered with timber. The soil in the valley of the river is principally "made" soil and is very rich."

#### QUARTER-SAWED LUMBER.

The *Northwestern Lumberman* says:—There is no lumber that will shrink so little and wear so long as quarter-sawed. This process of sawing is particularly applicable to yellow pine flooring, as such flooring is generally laid where it is subjected to heavy wear. A bastard-sawed board, no matter from what kind of timber it is cut, will wear rough, and sliver, if in constant use for flooring or driveways. It would be impossible to conceive of a harder, more durable floor than yellow pine would make if it were quartered. The pitch it contains would give it an advantage over oak, ash or maple in a point of durability. A few of the southern mill men are beginning to understand the merits of such flooring, and are selecting the few quartered boards that every log sawed the old-fashioned way invariably has, and putting them in a grade by themselves. It is a bad way of doing, for the balance of the flooring is depreciated in value, and in fact sometimes almost worthless, for no man who is acquainted with its defects would think of making a floor of it. It might answer for a floor that is to be kept carpeted, but usually such a floor is made of softer and cheaper wood. The expense of quarter-sawing would be considerably in excess of the usual way of manufacture, but the flooring would be richly worth the difference. Quartered oak in the large markets is worth, on an average, \$10 per thousand more than clear oak sawed bastard, and there ought to be nearly that difference between the two kinds of yellow pine flooring. A log, if quarter-sawed, does not yield as much lumber as if sawed the other

way, and sawing it that way is a slower job. Quartered flooring ought to be one of the productions of the southern mills. Builders should not object to paying a third more for it, when they know its beauty and durability are more than doubled, as compared with bastard, and every intelligent builder ought to know that such is the fact.

#### WOODEN BUILDINGS.

The fact that building promises to be lively in the villages and the small cities is an indication that a large amount of lumber will be consumed. The construction of a good sized frame building often calls for more lumber than a large building in a city. Frequently in the latter there is not much wood used, except for floors, and for sash and doors and their casings. There is a disposition in large cities to make the buildings as nearly fire-proof as possible, and in order to do this a little wood as possible must be used. Iron must take the place of wooden joist, wire lath the place of wooden lath, and wood crowded out wherever practicable. As it is somewhat cheaper to build of wood than of brick, and as a wooden house, in appearance, suits the taste of many as well, it is a rule that wood is used where fire limits are not known. The tendency to build of other material than wood will grow in the large cities as the fire limits are gradually being extended, and capitalists come to fear the fire-fund more and more. Architects are getting to understand the fact that fires in cities need not be of usual occurrence. Brick, stone, iron, terra cotta and glass will not suffer from fire unless some inflammable material is used with them.—*Northwestern Lumberman*.

#### CALIFORNIAN REDWOOD.

Not only has the traffic in our timber greatly increased of late, but that in the redwood of northern California has increased likewise. In this connection the *Times-Telephone* of Eureka says that the redwood lumber trade of last year makes a most flattering showing as compared with former years, and particularly so in connection with the foreign demand. The books of the Redwood Lumbermen's Association of the Pacific coast show that during the year 1882 the receipts of redwood lumber at the port of San Francisco reached the unusual amount of 97,265,434 feet, and the shipments to foreign and domestic ports during the year amounted to 55,212,305 feet, making the total of 152,517,739 feet manufactured and put into home and foreign markets during the year. The total product for shipment during the year 1881 was 130,465,714 feet, showing an increase in favor of the year 1882 of 22,052,024 feet. Of this increased shipment, 2,000,000 feet were received at the port of San Francisco, and 20,000,000 feet went to other domestic and foreign ports.—*Lumberman's Gazette*.