

THE CANADA LUMBERMAN

VOLUME XVII. }
NUMBER 1.

TORONTO, ONT., JANUARY, 1896

TERMS, \$1.00 PER YEAR
Single Copies, 10 CENTS

THE ST. JOHN RIVER (N. B.) IN RELATION TO THE MANUFACTURE OF CHEMICAL PULP.

(Special correspondence CANADA LUMBERMAN).

The Saint John river, which is about 400 miles long, has held a high position as a spruce producing country, and the manufacture of spruce deals at its mouth dates back as far as 1819.

The black spruce (*abies nigra*) was formerly found in great abundance in the southern part of New Brunswick, but this section of that province has been greatly devastated as well by the axe of the lumberman as by wind and fire. There is yet, however, much small spruce left in various parts of this district, as the lumbermen have heretofore in general cut down only such trees as were large enough to make deal logs, leaving the small ones intact. The spruce which is found on the Saint John above the Grand Falls is usually of the white variety (*abies alba*). Its wood is white and soft and its specific gravity is less than that of the black spruce.

Fredericton, the capital of New Brunswick, is situated on the banks of the Saint John, about 80 miles by water above its mouth at the city of St. John, and about 66 miles by rail. The Canadian Pacific railway crosses the St. John at Fredericton by an iron bridge. The northern terminus of this road in New Brunswick is at Edmundston, 38 miles above the Grand Falls, close to which latter place the C. P. R. passes. The Canada Eastern railway, which connects Fredericton with the Intercolonial railway and the gulf ports, uses this same bridge to enter Fredericton. The distance from Fredericton to the Grand Falls by the Gibson branch of the C. P. R. is about 127 miles; in the spring rafts can be brought down the Saint John river readily from the Grand Falls to Fredericton, which city has thus both rail and water to depend upon for the transportation of pulp wood, which can be delivered there in great quantities at prices varying from \$2 to \$2.50 per cord. There is daily communication by steamer during the summer between Fredericton and St. John, as well as by two daily trains, and schooners load at the former place with cargoes of lumber for American ports. The river water at Fredericton is so pure that it is used altogether for drinking purposes.

The Grand Lake coal beds are 30 miles from Fredericton in a direct line. It is a good steam coal and is delivered in that city for \$3 per chal-

dron of 3,000 pounds. A railway is now being surveyed, which when completed will bring these mines into direct communication with Fredericton, which will reduce the price of this fuel. Schooners can be loaded with limestone from the cliffs which are to be seen just above the harbor of Saint John. Some of this is so pure as to run 98 per cent. of carbonate of lime. There is thus wood, coal and limestone, all of which can



THE DRESSED LUMBER QUESTION ILLUSTRATED.

UNCLE SAM: "You see, neighbor, I'm now, technically speaking, "DRESSED," but if I subject myself to the further process of putting on my hat, why then I'm no longer "dressed"—I'm then—er—a "manufacture"—a FINISHED ARTICLE OF CUTENESS, you understand!"

be brought by water to Fredericton, and then there is the pure river water which is excellently well adapted for the manufacture of pulp.

Should the important changes which are pending in the chemical industry in connection with the electrolytic method of decomposition of common salt be successful, then the Grand Falls, with its vast undeveloped powers, will form a most important aid to the manufacture of chemical pulp on the Upper Saint John.

A Tacoma man who has been in the east reports nothing but satisfaction with the cedar doors which the west coast manufacturers have been sending out.

HON. E. J. FLYNN,

COMMISSIONER OF CROWN LANDS FOR QUEBEC.

HON. EDMUND JAMES FLYNN, Q.C., L.L.D., Quebec, M.P.P. for Gaspé County, is a native of the county he has so ably represented for about seventeen years in the Quebec Legislative Assembly. He was born in Perce on the 16th of November, 1847. His father, the late James Flynn, who was of Irish descent, was during his

lifetime a trader and farmer in Perce, the place of his birth. His grandfather, the late Edmund Flynn, was born a century ago, it is said, on the journey from Ireland, and settled down in Perce as a merchant, where he did an extensive business and filled also the position of preventive officer in H. M. customs. There are now four generations of this family in Canada, and they have become by marriage with French-Canadians, their education and social relations, thorough Canadian in the proper sense of the word. His mother, Elisabeth Tostevin, was also a native of Perce, though her father, the late Jacques Tostevin, was from the Island of Guernsey, and her mother, the late Anne Mauger, was a daughter of the late Elias Mauger and of Suzanne Dobson, of the island of Jersey, two of the English channel islands, where Mr. Flynn has many relatives on his mother's side. His mother's ancestors are from old Normandy and of French extraction.

The Hon. Mr. Flynn was educated at the Quebec Seminary and at the Laval University, Quebec, graduating with honors, having taken at Laval the degree of master-in-law in July, 1873. Laval again, in 1878, presented him with the degree of L.L.D. He adopted law as a profession, and in September, 1873, he was called to the

bar of Quebec, and has ever since continued to practise as barrister, etc., in the ancient capital. Previous to this time he, from 1867 to 1869, held the positions of deputy-registrar, deputy-prothonotary, deputy-clerk for the Circuit Court of the Crown and of the Peace, for the county of Gaspé, conjointly with that of secretary-treasurer of Perce municipality. He has been a Professor of Roman Law in Laval University since 1874. From the 29th of October, 1879, to the 31st of July, 1882, he was Commissioner of Crown Lands for the Province of Quebec; commissioner of railways from the 11th of February, 1884, till July, 1885, and Solicitor