CANADIAN WOODS USED IN MANUFACTURE.

From Mr. R. W. Phipps "Forestry Report," we take the following statement from leading manufacturing firms of Untario, which will give an excellent idea of the valuable purposes served by our Canadian woods. The frequent allusions made in these letters to the rapidly approaching or even the present scarcity of which the writers speak, may do something towards inducing those of our farmers who still possess some portions of woodland, to preserve it in forest rather than give it over to the rapid destruction of the axe, or the slower but in time equally destructive method of allowing free entrance to cattle. A passage in one of these letters is particularly suggestive, where one of the writers remarks, "that a farm covered with second growth hickory from six inches upwards, would be as valuable as some whole townships that are now struggling under crops."

The following is from a prominent agricultural implement manufacturing company in Toronto :-

We use annually about a million feet of the following kinds of lumber, all of which is used in the construction of reapers, nowers, selfbinding harvesters and horse hay rakes.

White ash, principally from the counties of Kent, Essex and Elgin.

Red oak, principally from the counties of Essex, Groy and Bruce.

Hickory, principally from the counties of Lambton, Kent and Lasex.

Hard maple, principally from the counties of Grey and Bruce, but some from all counties west of Toronto.

Rock elm, some from all counties west of Toronto.

Basswood, Toronto.

Pine (for boxes, &c.) usually brought from city dealers, but presumed comes mostly from the northern counties.

We use some second growth hickory. preferred for this are butts six to nine inches in diameter. We cannot say anything as to age. We do not use any toreign woods, and could suggest none that is more suitable for our work than native timber.

Speaking of woods used for particular portions, where strength is needed as for frame binders, etc., we use ash or maple; spokes, hickory or oak; for large broad ones white ash for parts of binders, etc., where lightness and no great strength is needed, basewood and pine; horse-rake axles, maple; posts, ash; double trees and whifflirees, hickory; tongues and neck-yokes, white ash; felloes, generally rock elm.

From a steam-bending factory at Norwood :-We use in our business here about 3,000 logs of rock olm, and 1,000 logs white and black oak yearly, size from nine to twenty-four inches; we also use second growth elm for buggy and carriage hubs, about 18,000 feet per year, rang ing in size from four to ten inches; also about 500 logs of water elm, average size eighteen inches.

Rock elin we use for cutter runners, binders and shafts; oak for sleigh runners and waggon hubs; second growth elm for carriage and buggy hubs; water or soft elm for cutter reaves arm pieces and toboggans.

The following is from an extensive planing mill in Toronto .-

We obtain timber from .-- Pine, from northern shore of Lake Huron; white oak, from Amherstburg; red oak, from Oro, Tiny, Tay and Vespra; butternut, a little from Western Ontano; cherry from Grey and Bruce, white ash, from the same section on the C. S. R. R., as white oak; black ash from almost all points excepting Muskoka, especially where best rod oak is to be got, coder, best from Northern R. R.; hemlock, large quantities from vicinity of Barne; birch, largest quantities come from the same points as the cherry, soft elm, chiefly

market as white oak, is but a kind of grov of inferior quality. White and black ash, and chestnut, for wainscotting, architraves and general internal finishing of first-class houses. Cedar, great quantities used as scantling, where there is a danger of rotting, and for lining of wardrobes. Red oak, church and other doors. Cherry, walnut and butternut, largely used in bank and office fittings, also in finely finished houses for doors, blinds, wainscutting, etc. Birch is superseding cherry for bannisters. newels, rails and office fixtures.

The next is from a large agricultural implement firm at Oshawa .-

In our business we use white pine, some bass ood, maple, oak, ash and rock olm.

So far they have all been of Canadian growth; cannot say whether any of them are second growth or not. We do not use any timber of foreign growth, but buy, exclusively, Canadian timber.

From a similar firm in Brampton.

The kind of words we use is all of Canadian growth, white pine, which of late years we have procured from the north, from Georgian Bay east to Midland; white oak and red oak from the county of Peel west to Windsor, white ash and hickory in the same territory, basswood and rock elm from the county of Feel north, mostly of original growth. The kind of work the above timber is used for is the manufacture of agricultural iniplements, viz.. threshing machines, reapers, mowers, hay rakes, strass cutters, etc. The size of timber generally used for these purposes will range from one to three feet in diameter. I omitted to mention hard maple, which we procure from all points of the compass. We also use some black birch, which we get from the northern part of Ontario, from the county of Peel to Georgian Bay. I may say we use no foreign woods.

From another of was same class at Patterson. Ont.

We beg to say that white and yellow oak white ash, hard maple, rock elm, basswood, and pine are the principal varieties. These are natives and are getting scarce in this vicinity. We now find it necessary to reach out to those sections f the Province traversed by the Canada Southern, Grand Trunk, Hamilton and Northwestern and Northern railways for our supplies.

Wood taken from medium sized trees prefer red. Second growth is difficult to get. In ash it commands a high price.

All kinds of hardwood are becoming scarce and in a few years, at the present rate of con sumption, will have to be obtained from without the Province. In fact we are even now trying to substitute wrought iron and steel in many parts of our machines, for wood.

From a well known carriage work firm at Gananoque :-

It is with great difficulty that we get such timber as we require. We use a quantity of oak, hickory-(second growth; when we can get it, should use nothing but second growth), ash

(second growth); - basswood and whitewood Our basswood we get locally, also oak, but hickory is from Ohio, and some from western Canada. Whitewood from the States; ash, some local and some from the west. The second growth hickory could be grown profitably, I think, in this country. Can be used from trees from six inches diameter. It is worth about \$100 per thousand in the plank. covered with second growth hickory from six inches up would be as valuable as some whole townships that are now struggling under

From a leading car company at London

In ordinary car building the principal woods used are oak, ash, chestnut, walnut, whitewood, Southern pine, Norway or red pine and white pine, but in the fine coaches mahogany and other fancy woods are now being used. Oak, both white and red, are Canadian timber, grows in all parts of Ontario. I think the bulk

chiefly in Northern Ontario, great quantities having been cut in the neighborhood of Stayner, Angus, Elmvale, and other place. White pine grows in the Georgian Bay district, the Ottawa district and Muskoka. Canada is almost clear of walnut, and nothing would pay farmers better than growing walnut trees.

As regard the general use of woods in car building, white wak in bux cars is used as sills and stringers, that is the two optsides, and two centre pieces, are oak, and two intermediates are red or Norway pine, forming the foundation or bottom of the car lengthwise. Oak is also used in the framework of car bodies, as studs, braces and rafters, or top frame of car. The woodwork of car trucks is made of oak. White ash is used principally in passenger and street cars. It is used in making doors, rafters and some of the lighter work of the car. White wood is used chiefly in passonger and street cars as outside panels and some of the lighter furnishings. Bird's-eye maple and walnut are used as inside panels, mouldings, and inside finahing generally. Southern pine is used as longitudinals in passenger cars, taking the place of oak. The body of box cars is covered, or sheeted, with the best quality of white pine, the flooring is composed generally of Norway The fluorings of passenger cars are gen erally made of oak or Southern pine. Everything in car building has to be well finished. closely and firmly put together. I may say that cherry, chestnut and butternut are sometimes used in care, taking the place of walnut, as they are not so expensive, and will give a good appearance to the inside of a car.

The following is from a leading carriago factory in Toronto. It is especially valuable as showing the sizes of wood required, and the time of cutting it :-

Forest ash is the wood generally used in the construction of carriage bodies, and should be cut in planks varying in thickness from one and a quarter to five inches; that is to say, 11, 12, 2 in. 21, 22, 3 in. 33, 4 in. 45, 5 in. Very little of the last mentioned size is used. For carriage gears and poles a second growth or a hest-class quality of white ash is used, and is required in planks 12, 2, 21 and 3 mehes thick. Second growth and forest luckory are also used in parts of carriages and waggous. This lumber is found most convenient when cut 11, 11 and 2 in. Forest hickory is sometimes required as large as 21 and 21 inches thick, Oak and rock elm are used in buggy and warron shops. Uak is seldom called for less in thickness than two inches, and very often required four inches thich. Elm 1, 11, 21 and 2 mches. All the above mentioned timbers should not be cut down earlier in the fall than the first of November, and not later than the latter part of January. The logs should be taken to a mill and cut up as early as possible after the trees are cut

Basswood and whitewood are the woods generally used for carriage body panels. The former should be cut in boards half and one such thick, the latter is required in thickness from half inch up to three inches; half, one inch, two and three inches. It does not make much difference what season of the year the year the trees are cut down, but basswood especially should not be allowed to he in the log longer than can be possibly avoided before being cut up into lumber.

From a well known carriage builder in Mark ham township .-

Of the kinds of timber used in our line of business, first is the white oak, which is of original growth here, and is used for raggons, and cut from ten inches to two and three feet in diameter. Markham was once noted for good white oak, but it is getting culled out. There is quite a lot of red oak, but it is not so good for our purpose as white. It is porous and open grained, rotting soon. Next is second growth white ash. It is native here, makes good waggon tongues, is used in carriage buildobtainable from same sections as the cedar, of growing oak at the present time is in the rock eim from sections where birth is obtainable, red cedar, from Florida, not cut in Canada, but white and black, more or less all through but can be produced on Georgian Bay Islanda. We use white each for door sills, chancels, pews, purples, in fact, an ornamental church work. It is cut here from 12 bugges and light work. It is cut here from 12 bugges and light work. It is cut here from 12 bugges and light work. It is cut here from 12 bugges and light work. It is cut here from 12 bugges and light work. It is cut here from 12 bugges and light work. It is cut here from 12 bugges and light work. It is cut here from 12 bugges and light work in the countries bordering Lake Eric inches to two feet in diameter, and not worth so but is now imported from Indiana. Whitewood It would be of much more general use but for very scarce now and is imported chiefly from the use of the fact that she is not in good diameter. Next is back ash. It is inferior to the white ash and is used chiefly in bodies for the white ash and is used chiefly in bodies for the white ash and is used chiefly in bodies for the white ash and is used chiefly in bodies for the white ash and is used chiefly in bodies for the white ash and is used chiefly in bodies for the white ash and is used chiefly in bodies for the white ash and is used chiefly in bodies for the white ash and is used chiefly in bodies for the sate of the fact that she is not in good health of the white ash and is used chiefly in bodies for the white ash and is used chiefly in bodies for the white ash and is used chiefly in the countries to two feet in diameter, and not worth so much per thousand feet as white ash is. Noxt is back ash. It is inferior to the white ash and is used chiefly in bodies for the white ash and is used chiefly in bodies for the white ash and is used chiefly in bodies for the white ash and is used chiefly in bodies for the white ash and is used chiefly in bodies for the whit

waggon and carriage work. Next is hard maple, which is used chiefly in waggor axlos. very stiff wood, does not spring like hickory or sah, and is cut from eighteen inches to two feet in diameter. Next is basswood, a wood that grows here and is used in bodies for buggies and in waggon boxes. It is a very light wood, is cut from 12 inches to two feet in diameter, and is also used for flooring and sheeting in houses Next in value in our trade is shell bank hickory This wood we have to import. It is a very tough wood, is very valuable in our business. and is used in rims and shafts for buggios, light poles, etc. Next is birch and ironwood, which are used to some extent, but not so much as those mentioned above. In conclusion I might say all of the kinds of wood mentioned in this letter grow here in Markham township except the hickory, and I believe hickory would grow here as well as any other wood. I have twelve hard maples set out. They are growing splendidly. Not one died though it was prophesied they would, as people said they ought to have been soft maple. If the Government can throw out any inducement to get the farming community to plant out trees for future use, it would be a great boon to the country and com munity at large, as woods are getting scarce and dearer, so the sooner they commence planting out the better for all.

With the increasing wants of civilization, new uses for timber are being continually discovered. A few years ago elevators were as rare as they are now common. The following is from an elevator manufacturer in the city of Toronto.

I use pine for framework and the ordinary sheeting in of the hoistways. The frame timber is better when cut from logs of sufficient size to allow of say eight by eight inch timbers being cut without the heart.

For the runners or slides I use black birch; that cut from large trees suits best for this purpose. White ash, oak, rock elm, and maple for the framework of cars and platforms. Second growth suits better for this purpose. For panelling I use maple, black walnut, cherry. butternut, chestnut, birch, white and black ash, white and red oak, and sometimes pine. Either growth will do for this work. All these woods. excepting black walnut, are common to all sections of these Provinces. The black walnut grows in Western Ontario.

The browth of the manufacture in all the branches of wooden wares has increased the value of hard timbers, so that instead of cutting it to waste, owners of the land will find it to their profit to take care of their timber.

Cherry and birch are becoming valuable tim bors and will be, of all the Canadian woods, the most likely to take the place of the foreign.

(To be Continued.)

THE FRENCH COLONIES.

The following items appear among the returns of Canadian exports to French Colonial possessions in 1834:-

To St. Pierre and Miguelow: knees and futtocks for shipbuilding, \$152; hemlock logs, 39,000 feet, \$381; deals, 45 st. hd. \$1,698; planks and joints, 1,471,000 feet, \$14,114: scantling, \$723; staves \$3,102; masts and spars. \$720; shingles \$1,164; birch timber, \$394; oak ditto, \$641; red pine, \$300; leached sahes. firewood, laths, palings and pickets.

To the French West Indies: -Shingles, 8657; 2,728 bbls. valued at \$1,379, besides some sawn lumber, masts and spars,

To the French possessions in Africa we

exported deals and deal ends to the value of 832,289 from New Brunswick, likewise scantling to the value of \$1,086.

THE various brick companies of Brewer, Me., last year consumed 3,000 cords of wood, at a cost v. \$10,000.

How Pale You Are: