

THE CANADIAN LUMBERMAN



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THERE is now brought into the city of New Orleans annually about 15,000,000 feet of timber, which is sawed into lumber by mills in the city, and there is received besides about 60,000,000 feet of lumber, 6,000,000 shingles, 40,000,000 cords of wood and 25,000,000 staves, a large portion of which is exported to foreign ports, and there seems to be no good reason why the wood trade of New Orleans should not be largely increased. Louisiana abounds in magnificent virgin forests with ample water facilities for transporting it to market. While its total area is 26,105,000 acres, but 3,700,000 acres are under cultivation, and 5,821,000 acres consist of prairie and sea marsh lands leaving 17,584,000 of almost untouched forest lands, abounding in red, white and black oak, hickory, ash, beech, digwood, cypress, cottonwood, elm, pine, etc., etc. Evidently New Orleans is destined to become an important lumber centre.

The *Northwestern Lumberman* of the 25th ult., says: There are now coming to this city (Chicago) about 60,000 cubic feet of walnut logs belonging to Ontario parties, and destined for the European market. The owners have had a force of men securing them, principally in Missouri. There will be three cargoes, and they will be forwarded from here to Quebec, thence to European ports. The chances for eastern buyers to obtain walnut in western Missouri are growing smaller every day. Manufacturers in that section have come to understand that the great stretch of country west of them will be calling for furniture continuously, and they have decided that it is better to manufacture it here than to ship the walnut east and in turn ship the furniture back. Of late a great many factories have been built in that state, and they make a lively effort to secure the walnut that grows in the surrounding country. At present they are paying from \$40 to \$50, log run.

The business of 1881 thus far, presents to the mind of the observer two important features. The first is the fact that trade this season has practically escaped its usual attack of weakness. As a rule holders and sellers have been compelled to submit to a decline on the opening of navigation, and even to witness a regular break up in prices, but this year, except in Chicago, there has been no period of weakness, and even when it amounted to comparatively nothing. Then, in the second place, it will have been observed that throughout the season it has been difficult to fill orders, and at no time during 1881 has there been lumber enough in the hands of dealers to meet the demands made upon them promptly. Broken assortments have been the rule, which is the best proof that instead of stocks accumulating they have moved off as rapidly as they were ready for consumption. So long as this state of affairs continues there need be no apprehension of any general decline.

SAW GUMMING.

There are several contrivances for the troublesome but necessary job of gumming saws. Files, burr gummers, punches, and grindstones have in turn been used, but nothing has proved itself so rapid and efficient as the Emery or Corundum Wheel. To perfect their operation, inventors have not been slow to place before lumbermen, machines to run these saw gumming emery wheels. Mr. W. Hamilton, Peterborough, is now supplying a machine for this purpose, and judging from the demand he has for them, the Covell Saw Sharpener must be a very efficient tool. Our readers will notice from our advertising columns that the celebrated Hart Emery Wheel, well known to American lumbermen as the "Detroit Wheel," is now being made in Canada. The manufacturers, whose headquarters are in Hamilton, claim to have given special attention to the wants of sawyers, and as a result are offering a Corundum or Emery Wheel thoroughly adapted in every respect to the work of saw gumming and saw sharpening. The prominent and well known firms to whom they refer, indicate that their efforts to produce a good article have been successful, and that they are well deserving of a share of the trade. We understand that a guarantee of absolute efficiency accompanies each wheel.

THE STREAMS BILL.

We clip the following letter from the *Toronto Globe* of the 6th of July:—

SIR, — In both your own and the columns of your leading contemporary on the other side, there have been recently many letters and articles on the disallowed Streams Bill, No. 102.

As I am here on the spot in the district which would be, perhaps, most affected by the Bill becoming law, I think I am justified in writing a few lines thereon. I will avoid alluding to the partisan arguments which have been advanced on either side, so that my remarks may be as short as possible.

The Bill as a Bill is not to be admired, seeing that privileges and rights conferred on anyone thereby are granted only for and terminated by the spring, summer, and autumn freshets. Therefore, after any freshet is over these persons with their dams, piers, aprons, etc., would have to clear out or be treated as trespassers.

If the Ontario Legislature cannot procure to be drawn a simple Bill to carry the meaning they intend nearer than this, the sooner some member moves the Minister of Education into the Speaker's chair the better.

But joking apart the Bill is all right, excepting that it is all wrong, that is, the principle is right but the details are enormities.

It is just that streams should be considered highways, and that means should be provided to make them efficient, but it is wrong to place

the power to govern, alter, and superintend in the hands of each and any private individual who desires their use.

By this Bill anyone who wishes to take a log or boat or raft—the latter definition might be satisfied by two sticks and a sheep hurdle—down any stream, may construct "aprons, dams, slides, gate locks, booms, and any other work therein or thereon necessary to facilitate the floating and transmitting of such logs, &c., &c.," and they have also the right to use all means usual amongst lumbermen, the damage being only restricted when it can be shown to be necessary to facilitate the passage of logs, rafts, crafts, etc. In the name of common sense is not this legislation gone mad? Any one who wishes to float sticks or walnut shells (timber and craft) down any stream, or when a stream is created during the freshets, may build dams and aprons or use any other diabolic means usual to lumbermen to facilitate the transit, and if they drown out 2,000,000 acres no one is entitled to claim a cent for damages. A single dam might drown out miles of country, and destroy on it the timber the property of the Crown; the destroyer falls back for protection on this Bill, which has for its object the public interest. If honest, the Ontario Legislature ought to be thankful that their production has been consigned to the limbo of the waste paper basket.

The fact yet remains,

1. That all permanent streams should be available as public highways for floatage of timber, raft, sawlogs, square timber, booms, ties, telegraph poles, and all like matters.

2. That any improvements or works constructed by any private owner should be available at fair tolls for public benefit.

But any damage caused by alterations should be made recoverable from the State, and in assessing damages the property must be considered as a whole, and in agricultural lands the raising of the water table—that is, the level at which the water stands beneath the soil—must be considered.

Lastly, the regulation of tolls should rather be left to arbitration than to the decision of the Lieutenant-Governor in Council.

I have no more to say on this, I trust, nor hind Bill, with the exception that I am surprised that the gentleman to whom the inhabitants of this district confided their interests at the last election should have permitted such a measure to pass the House without protest.

I am, Sir, your obedient servant,
E. G. MUNTZ.

ALPORT, Muskoka; July 4, 1881.

THE MOST MISERABLE MAN IN THE WORLD is the dyspeptic, and dyspepsia is one of the most troublesome difficulties to remove, but BURDOCK BLOOD PURIFIER always conquers it. It stimulates the secretions, regulates the bowels, acts upon the Liver, aids digestion, and tones up the entire system. Trial bottles 10 cents, large bottles \$1.00.

THE TIMBER OF BRITISH COLUMBIA.

That section of British Columbia west of the Cascades and including Vancouver and Queen Charlotte Islands is, according to Professor Macoun, covered with, probably, one of the finest forests in the world. Chief amongst the trees is the Douglas fir (*Abies Douglasii*), which is the chief forest tree, and which is used throughout the country for building purposes, and for export in the form of deals and spars.

White cedar (*Thuja gigantea*) is another great, and in the Valley of the Fraser and up the coast attains to an immense size. The Indians use this wood altogether in the construction of their houses, and in building those large canoes which are the wonder of the eastern people.

The other trees are a species of yew, another of alder, two species of fir (*Abies Menziesii* and *grandis*); two species of pine (*Pinus contorta* and *monticola*); two species of maple (*Acer macrophyllum* and *circinatum*); hemlock spruce (*Abies Merriamiana*) is a common tree on the mainland; while a species of oak (*Quercus Gayrana*) is abundant on the island, but has not been detected on the continent. An evergreen tree (*Arbutus Menziesii*) is quite common along the coast of the island, and, both summer and winter, its foliage contrasts finely with that of the sombre-hued Douglas fir.

In the second, or arid district, a pine (*Pinus ponderosa*) takes the place of the Douglas fir on the coast, and is a very valuable tree, growing to a large size, with clean trunk, and resembling the red pine of Ontario very much. The tops of the lower mountains and the sides of the higher ones support a heavy growth of Douglas fir, but it is far from being the beautiful tree of the coast.

The timber of the third region is not so good, and consists principally of poplar and black pine (*Pinus contorta*), with occasional groves of Douglas fir on the higher hills. Black and white spruce, with a little balsam fir, make up the remainder.

The island of Vancouver is about 300 miles in length, with an average breadth of about 60, and probably contains 20,000 square miles. The soil is good, but the surface is so much broken by rock that it is altogether impossible to tell the amount of good arable land on the island. There is no doubt the day will come when Vancouver will support a large population—partly agricultural, and partly engaged in mining, lumbering, and fishing.

Berrard Inlet is situated on the Gulf of Georgia, a few miles from New Westminster. It is nine miles long—deep and safe. It is the port from which the lumber trade is chiefly carried on. It is very easy of access to vessels of any size or class, and convenient depth of water for anchorage may be found in almost every part of it.