



DEVOTED TO THE LUMBER AND TIMBER INTERESTS OF THE DOMINION.

PUBLISHED SEMI-MONTHLY BY THE
Peterborough Review Printing and Publishing
Company (Limited), Peterborough, Ont.

Terms of Subscription:

One copy, one year, in advance..... \$2 00
One copy, six months, in advance..... 1 00

Advertising Rates:

Per line, for one year..... \$0 50
Per line, for six months..... 30
Per line, for three months..... 15
Per line, for first insertion..... 10
Per line, for each subsequent insertion to 3 mo's..... 05
Cards not occupying more than 12 lines (1 inch) per annum..... 8 00
Cards not occupying more than 12 lines (1 inch) for six months..... 5 00
Cards not occupying more than 6 lines per annum..... 5 00
Cards not occupying more than 6 lines, for 6 mo's..... 3 00
Special rates will be made per page, half page and column advertisements.

Advertisements intended for insertion in any particular issue should reach the office of publication at least four clear days before the day of publication, to insure insertion.

All communications, orders and remittances should be addressed and made payable to THE PETERBOROUGH REVIEW PRINTING AND PUBLISHING COMPANY (LIMITED), Peterborough, Ont.

Communications intended for insertion in the CANADA LUMBERMAN, must be accompanied by the name of the writer, not necessarily for publication, but as a guarantee of good faith. Communications to insure insertion (if accepted) in the following number, should be in the hands of the publishers a week before the date of the next issue.

The CANADA LUMBERMAN is filed at the Office of MR. JAMES SAMUEL DEACON & Co., 154 Leadenhall Street, London, England, who also receive advertisements and subscriptions for this paper.

PETERBOROUGH, Ont., MAY 15, 1885.

A PORTION of the northern part of Langdale, and four townships of Lincoln county, Wis., have been set apart as Forest country.

UPRIGHT, EMORY & Co., during the past winter, got out 120,000 ties and 4,000 cords of wood at Charlevoix, Mich., and in that vicinity.

THE freight traffic on the Chicago & West Michigan railroad is reported heavy this spring, mainly on account of unusually large lumber shipments.

It will require from 800 to 1,000 men to get the 98,000,000 feet of Penobscot river, Me., logs into the booms. Wages range from \$1.25 to \$2.50 a day.

CALVIN & SONS started their first raft of 50 drams of oak timber from Kingston to Quebec on the 4th inst. is tow of the tug, John A. MacDonald.

J. H. HULL has purchased from the Brent wood Lumber Company, of Penetanguishine, Ont., their shingle mill and timber limits in the township of Muskoka and Ryde, Muskoka district.

THE spring opens with favorable prospects for the lumber trade; and when this industry is in a good state it is a great help towards a healthy and active condition of business generally.—*Monetary Times*.

A DESPATCH from Oshkosh, May 4th, stated that C. M. Charnley, of this city, had bought of Choate & Bray, of Oshkosh, 18,000,000 feet of standing pine, in Langlade county, Wis., for which \$40,000 was paid, or \$2.22 a thousand.

FOREST fires, on May 3rd, were prevailing in the Shenandoah valley, south of Harper's Ferry, Va., and in the Blue mountains. The great Cacapon mountains, in Berkshire county, were also ablaze, and much valuable timber was being destroyed. Fires were also raging in Raleigh, Tucker and Wyoming counties.

THE Big Mill commenced work on Monday, April 27th, and the hum of its machinery is now pleasant music to all residents of Deseronto. Last year this great establishment made a good record for work.

THERE will be about 25 million feet of hemlock and spruce cut this year at Nicolet, Que., by Messrs. Geo. Ball, McCaffrey and O'Shaughnessy's mills, and about three million feet, in logs, were carried away with the ice a few days ago.

TEN inches of snow fell in Leelanaw county, Mich., April 28th, and E. L. Miller improved it at Millar's Hill, by finishing up his winter job of hardwood logging. Sledding logs so near May 1st as that is worthy of record, even in northern Michigan.

A TELEGRAM to the insurance offices at St. John, N. B., April 29th, reports the loss of the bark Bittern on Browze Island, Australia. She was on a coasting voyage between Hamilton and Port Darwin, with a cargo of timber. The vessel and cargo were insured for about \$20,000. The crew escaped from the wreck, which was abandoned.

A FIRE at Steven's Point, Wis., May 3rd, destroyed 5,000,000 feet of lumber, belonging to Herren & Wadleigh, and 500,000 feet owned by Robert Main. The lumber was mainly high grade. The loss was placed in the despatches at \$70,000, with insurance not stated, except in the Case of Main's loss, on which there was an insurance of \$3,500.

DO NOT LOSE ANOTHER SPRING.

To the Editor of the Canada Lumberman.

SIR,—Nothing impresses the traveller through Ontario with so deep a sense of wasted time and lost opportunities, as to observe, here and there perhaps even ten miles from each other, some few farms well sheltered from the north and west winds by the beautiful and impervious evergreen windbreaks, which are so easily and quickly grown in this country when properly set about. And then to pass, mile after mile, by farms from which the trees have been taken till what might have been a handsome farm and residence is but a number of squares of earth with some buildings in one corner. A place from which the summer wind will dry the moisture before it has half benefited the crops, and where the snow, the protector of the winter field, cannot be evenly, but will be blown by the wind into drifts, which will permit no good wheat yield. The stranger passes by and thinks truly, "Now, a little work a few years ago and all these farms would have been as well protected as the one or two I have observed in my way."

Why not use this spring? In the Province there are many places where thousands of overgreens are growing up in clusters; if transplanted early in June—without allowing the roots to dry in the sun even one minute—they will be just what is wanted. Or, if none are near, nurserymen can supply them, and there is no better investment. Plant a thousand along the north side this spring and in ten years the farm will be value for much more money, and give better crops for all time thereafter. Plant them; give a little care for a season or two in mulching or stirring the earth near them—either will do—and every recurring year the planter will be more glad that he did the work.

Yours, &c.,

R. W. PHIPPS.

Toronto, May 7th, 1885.

SHIPPING INDUSTRY.

THE Ottawa Free Press of May 2nd says:—The prospects this spring of the lumber transportation and shipping in general exceeds that of any previous year since 1880. The extensive preparations which have been made by the promoters of the shipping industry in Ottawa for the past two months, is sufficient to substantiate the glowing prospect. Messrs. Murphy and McRea, one of the most extensive shipping firm in this city, have already engaged about three hundred men who will be employed on their boats and barges in importing and exporting freight of various materials. Mr.

W. K. Easton, who has several scows, and a steamer anchored at the foot of the locks since last fall, has expended hundreds of dollars in improving the machinery and extending the floating capacity of these vessels during the past month. Mr. Harris is having his steam tug repainted and caulked. Several of these firms export timber and boards to the chief American markets, Chicago and New York being the two great centres of distribution of grain, live stock and lumber. In 1883 there were 1,909,910,000 feet of sawn lumber delivered in the Chicago timber market, a large portion of which grew on the Upper Ottawa and the remainder was cut in the lumbering districts of Michigan. Messrs. Bronson and Weston have chartered the steamer Allan Gilmour, and will use her with several barges in filling a contract for a large quantity of lumber, to be delivered at Burlington, Vt., and will commence operations in a few days. Across the Ottawa, on the Hull side, are a large force of men, principally mechanics, painters, machinists and carpenters, all employed in preparing for the spring trade. The steam ferry called the Thousand Island Rambler, the tug E. B. Eddy and barges will be ready for their native element in a few days, and are owned by Mr. Blanchard, who will conduct a large shipping and transport trade this season, notwithstanding that there is a fraction of a reduction under last year's percentage in the shipping tariff. Several government barges and dredges are also ready to be launched. A few days ago the C. P. R. was compelled to engage three hundred cars of foreign lines to supply the shipping demand of freight. Messrs. Pattee and Purley have shipped by rail over the C. P. R. an average of 25 carloads per day.

LIST OF PATENTS.

The following list of patents upon improvements in wood-working machinery, granted by the United States Patent office, April 28, 1885, is specially reported to the CANADA LUMBERMAN by Franklyn H. Hough, solicitor of American and foreign patents, No. 925 F. St., N. W., Washington, D. C.:

316,912.—Chuck, lathe—W. M. Preston, Schoharie, N. Y.
316,768.—Hoop planing machine—G. S. Foster, Concord, N. H.
316,835.—Lathe for turning irregular forms—C. Schoenleber, Rochester, N. Y.
316,713.—Lathe tool—L. E. Whiton, West Stafford, Conn.
316,753.—Saw clamp—A. F. Delafield, Noroton, Conn.
316,570.—Saw gumming and sharpening machine—J. Richardson, San Francisco, Cal.
316,532.—Saw mill head blocks, attachment for—L. W. Forbes, Wilkinson, Ind.
316,568.—Saw sharpening machine—E. & A. Pratt, Grenoble, France.
316,659.—Saws, equalizing the tension in—W. H. Presser, East Saginaw, Mich.
316,752.—Sawing machine—P. G. DeBlanc, New Iberia, La.
316,634.—Sawing machine—W. Merrill, East Saginaw, Mich.

PATENTS ISSUED MAY 5.

317,187.—Bit stock—J. T. Pedersen, Brooklyn, N. Y.
316,931.—Chuck, lathe—E. B. Bailey, Windsor Locks, Conn.
317,209.—Lathe—L. C. Rodier, Detroit, Mich.
317,449.—Lathe feed mechanism—J. Flather, Nashua, N. H.
317,092.—Plane—G. A. Clifford, Peabody, Mass.
317,379.—Planing machines, attachment for—D. Lane, Montpelier, Vt.
317,221.—Saw mill set works—B. E. Sergeant, Greensborough, N. C.
317,256.—Saw mill set works—T. S. Wilkin, Milwaukee, Wis.
317,442.—Saw joining, etc., device—V. T. Cummings, Groveton, Tex.
317,221.—Saw mill set works—D. Lang, Montpelier, Vt.

The Worst Urthral Strictures speedily cured by our new radical method. Pamphlet, references and terms, two letter stamps. World's Dispensary Medical Association, 663 Main Street, Buffalo, N. Y.

SELECTING TIMBER.

Although the beneficial results anticipated to be derived from the knowledge that a school of forestry may diffuse among foresters and those interested in the cultivation of trees, may not be materially felt by the present generation, still a study of the subject by those engaged in the timber trade may cause them to acquire some useful information in the way of enabling them to find out what are the conditions and situations in which the growth of the best qualities of the different varieties of timber may be expected. Without such information, unprofitable bargains, which are frequent from this cause, are liable to be made. Merely external examination of the tree is thought to be sufficient, and although in many instances this may be relied on and thoroughly satisfactory in its results, yet there are cases in which just the reverse happens.

To one who labors under the impression that this is all that will be required of him, viz., to be able to judge of the quality of a tree from its external appearance, a falsification of his anticipations is perfectly unaccountable, and he accordingly blames his ill-luck or chance, not thinking that it is to be explained by his own neglect in not studying the conditions and situations under which the tree has been cultivated. There is no doubt that one who is accustomed to the inspection of timber becomes in a short period familiar with the qualities of timber that may be expected to be found growing in his own immediate neighborhood. But in recent years it has become, and continues more to become, a necessity to secure supplies from a distance and from strange districts, where his local knowledge will be of very little use to him.

In these articles we propose to indicate, in a general way, what kind of timber a tree may be expected to yield from its external appearance and surroundings, and taking up each variety separately, we shall give the result of our personal experience and observation. The tree we should naturally treat on first from its importance is the oak, a variety which is also pretty general throughout the country, and which, perhaps, more than any other is found to differ in quality according to the soil and situations in which it is grown. Although this tree gives as many external indications of what may be expected of it when opened up as will be found in other trees, the defects which are usually discovered in this timber are shakes, rot, a superabundance of sapwood, peg knots, or twisted grain.

The subject of shakes has much vexed timber merchants, as next to rot they constitute a defect that not only deteriorates the value of the wood, but renders it for any industrial purpose of little or no use. Many theories have been set up as to their cause, so very frequent is their occurrence is this particular kind of timber. What is mostly supposed to be the cause is a diseased parent producing a diseased offspring, so that generally shaky trees are produced from the seed of a shaky tree. It is unquestionable that in many instances this is the reason, although shaky trees have also been produced from the seed of sound trees, but have become defective in their growth from causes which might have been prevented by judicious management on the part of those responsible for their cultivation, such as having them planted in situations where the conditions necessary to healthy growth are absent. This defect of shakes in the oak, fortunately for the timber merchant, almost invariably shows itself in the exterior of the tree in some way or another, and as a rule is a point that may be conclusively decided on.—*Timber Trades Journal*.

A MESSENGER, Mich., paper last week said: "Cody & Moore's logging railroad terminates at Muskrat lake, a little below Lake City. To get their logs into the lake they run out on a trestle work over the water and roll them off. Last winter they wanted to run another track out, so they laid logs on the ice, put stringers on these and their track. It worked all right till the other day, when they made their last trip. The ice having become weak it gave way and now their logging engine lies at the bottom of the lake in 42 feet of water and about 150 feet from shore, and the problem is how to get it out."