

WOODS ON EXHIBITION.

The *Timber Trades Journal* of June 8th continuing its notice of woods in the Colonial Exhibition in London says:—

We note that since we last laid down our pen considerable additions have been made to the Canadian Court. The explanation afforded of the apparently unfinished state of the Canadian Court was that a lot of the exhibits were on the sea. As observed, the chief portion of these have since arrived, and Canada is now every whit as well represented as any of our other colonies. The specimens of the various woods have also been added to, and the carved show cases from New Brunswick are strikingly illustrative of the ability and enterprise of our fellow-subjects across the Atlantic throw into everything they take in hand.

In fact, throughout the exhibition great care has been bestowed upon the forest productions, the various specimens of timber and plank of each country, including the classification and arrangement, evidently being the work of those who had their soul in the business.

The public are indebted to the Canada and Pacific Railway Company, Montreal and Quebec, for a neatly arranged cabinet with samples of all the merchantable woods culled from the forests through which this important railway passes.

The New Brunswick Railway Company likewise contributed the different specimens of the woods from their part of the Dominion already mentioned, and the arrangement and selection are highly creditable, the cabinet containing the different specimens being very artistically constructed, the panels being composed of finely finished boards of each variety, and the pilasters branches of the several trees with the bark on. The sample cases contain other specimens of the woods, with a facsimile of the leaves painted thereon.

This illustrative method of adornment is, however, not confined to the Canadian exhibits, many of the Australian planks being similarly treated. Another interesting feature is making the various seats, on which the visitors rest, of the woods of the country. Of course the pine varieties from Canada are too well known to need any particular description here, but the different specimens supplied by Messrs. Burdett & Co., of Quebec, are well worth looking at; some of the huge blocks, cross-sections of these forest monsters, 3 feet and more in diameter, with the bark just as they were felled, were still in the shape they were put on board ship, a few boards nailed around to save them from abrasion; indeed, there is yet a considerable amount of labor to be bestowed on the wood department of the exhibition, for in addition to these we come across other huge blocks from the forests of the Andaman islands and elsewhere, that lay still unpacked.

The Canadian Government are to be credited with some excellent botanical specimens, including a collection of the flowering plants and ferns of the Dominion. We think these latter are simply excellent, and vie even with the Australian exhibits, the land of the kangaroo being especially a country of ferns. The photographs of the forest giants, which the Dominion Government furnish, framed in wood, of the species represented, are also highly interesting.

The woods of commerce are, of course, the chief objects of interest to those actually engaged in the timber trade. To several of the Canadian ladies, including Mrs. Chamberlain, of Ottawa, Ontario, and Mrs. C. P. Traill, we are indebted for an exceedingly beautiful arrangement of flowers and fungi. Mrs. Hill, of Amherst, Nova Scotia, contributes an album with splendid plates of British Columbian wild flowers. Nor is Quebec behind—Miss E. M. Jack, of Chateau, Quay Basin, Quebec, sending through a friend a collection of forest tree seeds with the flower of each seed painted and classified.

The Royal City Planing Mill Company, New Westminster, British Columbia, furnishes specimens of spruce and bark from that part of the Dominion, and Mr. C. O. Stevenson, of Montreal, likewise a handsome collection of the various woods. The exhibition of prepared lumber is a very attractive part of the wood exhibits, and includes toys and domestic uten-

ils, these latter forming a very considerable portion of the industries of the country. Prominent amongst the contributors of these are the Brandon Manufacturing Company, of Ontario, and Mr. H. Bulmer, Jr., and brother, of Montreal, Mr. Ewen Campbell, of Brae, Prince Edward's Island, who supplies some excellent samples of sawn cedar shingles, for roofing and other purposes, the Canadian Government and the Canadian Pacific railway being likewise contributors of manufactured goods and furniture from the Northwest.

The pine mouldings supplied by Messrs. Gignac & Co., of Québec, are specimens of what can be done in this way by the Canadians, and it is rather a matter for surprise that a trade in pine mouldings between the mother country and Canada has not further developed itself. We know shipments have been made and a trade on a considerable scale attempted, but hitherto without much success, the low-priced stuff from the Baltic side shutting up most of the avenues for its introduction.

The boatbuilding industries of the Dominion are well represented, since our last visit, by some capital specimens of both fishing and pleasure boats of spruce cedar and other woods. The prices of these are marvellously low; decent cobbles or "Dories," as they are termed, strongly constructed, being ticketed at from \$20, Mr. Albert Butler, of Yarmouth, Nova Scotia, having supplied several boats of the fishing class, of which he, it seems makes a specialty. There is a capital specimen of a centre-board sailing boat for bank fishing, built entirely of spruce, at equally low prices. This description of boat might be used with advantage at many places along our coast, and it will win the attention of Poole fishermen and at places like Lynn, Boston, and in rivers like the Stour these crafts might be found serviceable. Amongst the constructors of these and other crafts at Nova Scotia are Joseph W. Wolfe, of Lunenburg; John William and Isaac C. Cromwell, of Shelburne; J. C. Morrison, of the latter place; Conrad & Anderson, of Lunenburg; besides James S. Ferguson, of Pakenham, Ontario, who contributes a splendid specimen of a salmon fishing canoe.

The birch, beech, ash and elm from the lower ports are unsuitable for this market, and the hardwoods generally are not so well grown as those from the upper provinces; and, while the supply of the latter is sufficiently plentiful the occasion for turning attention to the hardwoods of New Brunswick and Nova Scotia has hardly arisen. Of the woods exhibited the maple, both figured and bird's-eye, is a very high standard of excellence, but it never successfully competed with the home species. Another thing operating against its sale is that it has gone out of fashion, and even in picture frames it is now seldom seen, while for furniture pitch pine and walnut are the substitutes. In addition to this the Canadian supply could never be depended upon, and this irregularity compelled the trade to rely on the home grown timber.

We must not forget that for many of the fancy woods of Canada the United States are better customers than we are, and their ability to get the stuff at a cheaper rate of carriage keeps the trade running in that direction.

The Quebec walnut, of which we saw some well grown specimens, is too well known to need any particular mention, a remark that applies to the birch, which, like ash and elm from the upper provinces, are of every day use among us.

Woods like buttonwood, butternut, hickory, &c., will only come into use on this side in a manufactured state; in fact, a daily improving trade is already being done in such goods, which as utensils, are known under the cognomen of "domestics."

Tamarac and hachmatac, once highly thought of this side of the Atlantic, are sold at ruinous prices when they come over here now, the former uses for these woods having almost entirely disappeared. In the palmy days of wooden ships for knees, transoms and beams this description of timber had a special value, but in the construction of iron vessels hachmatac or tamarac is not wanted as planking it was least serviceable.

We have touched on the merits of the various

woods, representing the forests of the Dominion, and the question of their adaptability for this market will depend on the ability of the forest owners to get them over here at sufficiently cheap rates.

New undertakings are always surrounded with difficulties, and, while the present depression lasts, there is nothing sufficiently promising in the outlook to foster enterprise of that nature.

We are good customers of the Dominion, and the large inroads into their forest which the hatchet has made are laid at our door; still, if a trade in the less common woods can be established, well and good, there is no better market to try it in than London.

Before quitting Canada we may mention that the display of metal industries is something surprising. Axes, adzes, tools of all kinds form a show in themselves, and the ironmongery is simply perfection. In fact, as far as machinery is concerned, the Dominion is a long way in advance of any of our colonies, and both for wood-working and agricultural purposes the appliances exhibited are every way worthy the proud position Canada holds.

In machinery, furniture, and musical instruments she vies with the United States, and in the latter probably outrivals her neighbor. We noticed a fine display of marble, which seems to be another industry of the Dominion, and one in which she is likely to take the pride of place. Bricks and pottery generally are also a speciality, and so of nearly all the articles of daily use.

We may add that the Executive Commissioner for Canada is Sir Chas. Tupper, C. B., who has very kindly given us every information concerning, and fullest facilities for examining the exhibits in this section. Of the care and attention which we have found this gentleman to give to the smallest matters connected with the interests of Canada, we must express our hearty appreciation, and are sure that his labors cannot but be of the greatest value to the colony he so zealously and courteously represents.

BOUND FOR AUSTRALASIA.

Alderman Alexander Wood, of Winnipeg, who was yesterday appointed agent general for the Dominion for Australasia was seen this morning by a representative of the *Free Press*. He said that he should leave in a few days for Sydney, N. S. W., where he will establish an office.

"What is wanted," said Alderman Wood, "is a knowledge in the country to which I am going of the products and capacity of the manufacturing of the Dominion. The commercial relations of these two countries need to be developed in a practical way."

His intention is to first prepare a pamphlet showing the trade done between Australasia and Great Britain, the United States and Canada, and illustrating how far the condition of the Dominion could be improved with respect to the export of manufactured goods. He proposed for this purpose visiting the great manufacturing centres of the country to ascertain their capacity for manufacturing certain articles consumed in Australasia, as well as the ruling price in the home market. It is understood that they will be freighted free by the Canadian Pacific Railway as far as possible. On arriving at Sydney a central office will be opened where trade journals, directories, and other information will be supplied to the importers. An exhibition hall for samples of Canadian manufactures will be thrown open and everything possible done to induce our fellow colonists to take advantage of the Canadian markets.

"In what special lines do you hope to divert trade?"

"Primarily agricultural implements, carriages and horse carts, passenger and freight cars, saws and tools, machinery of all kinds, leather, organs and pianos, oils, sugars, tobaccos, household furniture of all kinds and a thousand other things."

"Where are these lines of trade mentioned now going and how do you hope to obtain them?"

"Well I will tell you. In 1885 the United

States exported \$250,000 worth of agricultural implements to Australia, while the Dominion of Canada only sent \$256 worth. We can make and sell this line of goods just as cheap as the Americans, and give just as good a quality of machinery. This trade should be divided. Then take the trade in carriages and horse carts; the United States last year sent out \$388,000, while Canada's trade was not worth a dollar; for the same time the American manufacturers exported \$86,000 worth of railway and freight cars, and in machinery of all kinds over three quarters of a million dollars; leather \$147,000 worth from the United States, Canada nothing; pianos and organs, United States \$138,000, Canada \$8,000; illuminating oil, United States \$931,000, Canada not to exceed \$1,000; sugars, United States, \$601,000, Canada hardly anything; tobacco \$931,000 from the States with no trade from Canada. Household furniture and woodenware of different kinds, United States \$1,000,000, Canada about \$8,000. Of course these figures all apply to the year 1885, and show exports from Canada and the United States to Australasia."

"When I was in Quebec recently," continued Mr. Wood, "I noticed a tobacco manufacturer putting up a shipment of his own make for a London house, ordered by a Boston broker, to be shipped to Sydney via Boston. He told me he could make the same grade of tobacco as put up in the United States at two cents per pound less on account of the cheapness of labor."

"The trade needs looking after," said Mr. Wood, "that is all that is needed. The United States exports to Australasia should more than be divided with this country, and as soon as the Canadian Pacific gets its line running through to the Pacific and a line of steamers running regularly between Vancouver and China and Australasia, we will be in better shape to make rates for goods for through shipment."

"Have you any idea when the line of steamers mentioned will be put on?"

"Just as soon as there is any business for them."—*Ottawa Free Press*.

OTTAWA RIVER IMPROVEMENTS.

Improvements of a very extensive character which will go a long way towards improving navigation, as well as the forwarding of lumber along the Ottawa and its tributaries, have just been completed under the directions of the Dominion Government. Repairs have been made at the principal stations, slides have been reconstructed, booms have been laid, and piers have been built, involving an outlay of many thousands of dollars. The points at which work was performed included the Coulouge, Black, Gatineau, Pettawawa, Madawaaka and Desnoines rivers. The most extensive work in re-constructing the Coulouge slide, and in executing repairs at Carillon station, where the piers, booms and slides, damaged by an ice shove last year, were thoroughly overhauled and repaired. A large gang of men are engaged blasting rocks in the timber channels at the head of Lake Temiscamingue, thus opening up an extensive lumber region hitherto unvisited. The improvements are being made on the Quinze rapids which extend a distance of 13 or 14 miles. The rocks in the channel form the only barriers to the descent of the logs and when once removed will go a long way towards opening up that distant region.—*Eganville Enterprise*.

We are informed, says the *Herald*, that about 85,000 railway ties are to be cut at the Rathbun mills in Campbellford, this summer and next fall, besides the production of lath and shingles which is also large. This will exceed last years operations by 50,000 ties. The average capacity of the mills in ties alone, is 650 per day, and at this rate it will require five months to complete the contract. Extensive improvements have been made in the mills and on the premises, getting in readiness to resume work at an early date. Employment will be given to a large bevy of men.

THE ravages of the recent fire in Hull, Que., are being rapidly repaired. Some 60 or 70 new houses are in course of erection. This speaks well for Canada's mill town.