



PUBLISHED
SEMI-MONTHLY.

The only Newspaper devoted to the Lumber and Timber Industries published in Canada.

SUBSCRIPTION
\$2.00 PER ANNUM.

VOL. 2.

PETERBOROUGH, ONT., DECEMBER 1, 1882.

NO. 23.

THE TRUE REGULATORS.

WHILE we cannot but regret, in the interest of our own St. Lawrence route, that the people of the State of New York have declared in favor of free canals, and that as a consequence all tolls on the Erie Canal will at once be abolished, yet we cannot deny that the decision at which they have arrived is eminently in their own interest and that of the people of the north western states, and, to a certain extent, in the interest of the producers of lumber and barley in Ontario. As our readers are aware, the REVIEW, even when it was laughed at for so doing, maintained that the best if not the only satisfactory regulator of freight rates was our water ways, and the events of each succeeding year have only served to confirm this conviction and to prove that those whose most intimately concerned in this matter are coming more and more to the same way of thinking. Certainly in adopting an amendment to their constitution providing for free canals the people of the empire state and the chief commercial city of the continent, have given the most substantial evidence in their power, and that too, in spite of the opposition of their powerful railway corporations, that they are of the opinion that the water ways are an important, if not the best freight regulator. In Great Britain too, we find the same feeling gaining ground, notwithstanding that country has more miles of railway to the square mile than any other country in the world.

During the last or rather present session of the Imperial Parliament a select committee was appointed to enquire into the subject of railway rates and fares, and as a result of their investigations they presented a report recommending among other things "That Parliament do not sanction any further control, direct, or indirect, of canal navigation by a railway company."

To understand, and fully appreciate this recommendation, it is necessary that the reader should bear in mind that nearly all the canals of that country are at present leased to, and worked by, those railway corporations with whom they competed, and that if the recommendation of the committee be acted upon the canals will return to their natural and proper position of competitors with the railways for the carriage of heavy freight as soon as the present leases expire. That such a result would have a beneficial effect upon freight rates cannot be doubted, seeing that the railway companies in order to secure control of them have leased them at rentals which pay the owners thereof higher dividends than the railways pay their own stockholders, and that they (the railways), find it profitable to maintain these canals even where they run side by side with their own lines.

Under circumstances such as those to which we have just referred, we need scarcely say that we hold it to be the duty of our statesmen to

avail themselves of every available opportunity of developing and improving our water ways whether they be in our older or newer provinces.

While a "free" Erie is no doubt calculated and intended to injure the St. Lawrence route, we have little fear of the ultimate result now that our own inland and natural competitor with the Erie Canal is fairly under way under the name of the Trent Valley Canal. Taken in conjunction with the recent action of the State of New York, and in conjunction with the deplorable results which have followed the attempt to use vessels adapted to the wants of the Welland Canal on our great lakes, it is clear that it is the duty of the Dominion Government and Parliament ... the interests of humanity, as well as of the St. Lawrence route, to push the Trent Valley Canal on to an early completion. —Peterborough Review.

FOREST FIRES.

The *American Journal of Forestry*, the first number of which has been published at Cincinnati, contains an interesting paper on forest fires by Mr. Putnam, of Wisconsin, which, it is stated, was written for the forestry Congress, but delayed, owing to the absence of its author on the Pacific Coast. The forest fires in Michigan, Wisconsin and Minnesota, are said to be the results mostly of carelessness on the part of explorers, or timber hunters, haymakers and others having either business or pleasure in the woods, who leave their camp fires burning, where they have cooked a meal or spent the night. July and August are the months in which they generally occur, when the pine leaves and branches from the last winter's cutting are dry and like tinder liable to burn from the dropping of a match or a stroke of lightning. The author of the paper thinks it absolutely necessary that proper laws should be passed and enforced for the punishment of this criminal negligence, and does not believe that it would be hard to detect offenders. Most men, he says can be traced even in the pinceries, and if fires result from their acts they should be punished by imprisonment or fines. The practice of lumbermen is, when the tree is felled, to cut off the branches, which are left scattered on the ground and in the following summer become dry and like powder. A match thrown away, an emptied pipe, in fact anything with a spark of fire, will start the burning. It is suggested that there should be a law requiring the lumbermen to employ an extra man in the woods to pile in an open space the green branches and refuse, so that all may be burned at a proper time. The opinion of the author is that the fires are not the result of carelessness of the Indians, who are careful to extinguish their campfires. He advocates the appointment of foresters, to collect and distribute information and advice as to the manner of cutting timber. Probably as much timber or as many trees in

number are destroyed each year through ignorance and carelessness in cutting the pine timber for sawlogs as are cut and really used or taken to market. The author states that he has recently visited the forests on the Pacific coast, and finds there more danger from fire than in Minnesota, Wisconsin and Michigan. Terrible fires, he says, are raging on Puget Sound, Coast Range and Cascade forests. He saw one of 100 miles by 10, and of 75 by 2 to 20 miles in extent, all the result of pure carelessness, and which might have been prevented. He thinks that 1,000 trees may be saved where one can be raised, and after 30 years' experience in forests he thinks that if he had educated his timber explorers to be careful of fire he could have saved millions. Such is the information given by a Wisconsin lumberer. *Lumberman's Gazette*.

THINNING OUT TREES.

Henry Hemming, Esq., Quebec, contributed the following to the Forestry Congress, Montreal:—"As I do not see upon your programme of subjects to be discussed, any reference to the important question of "Thinning out Forest Trees" at various periods of their growth, I write in the midst of other engagements just to call your attention to its importance. In a pine forest, if the trees are placed so wide apart as to admit of the branching out to begin low down on the stem, you will get a collection of ornamental trees, but not a real timber tree amongst them. On the other hand if the trees are grown in a plantation so thickly that the ground is encumbered with five or ten in the space that one ought to occupy and yet be sufficiently confined to be restrained from side shoots—in this case also you have no timber forest, but are only growing firewood. Now, I have an impression that this subject has been pretty thoroughly studied in the great timber producing countries of Europe. It is certain that there they have an extensive literature on forestry of which we hardly know the names in North America. Between giving the trees room and restraining them from lateral branching, the degree of "thinning out" is brought to something of a nicety. Properly effected, the productiveness of our forests might be multiplied many times over. Even the cutting of good trees by the lumberman does not thin out effectually. Nothing will do that but chopping for the very purpose in view at various steps of the growth of the plantation. What are these periods? How many "thinnings" in all will be made? I am quite unable to reply to those questions, but the Congress, in its stores of forest knowledge, may be able to help on a solution."

SEVERAL lumber-millowners have been prosecuted for throwing slabs and other refuse in the St. John River, New Brunswick, and have been fined \$20 each.

TIMBER FOR RAILROAD USES.

The moisture of the soils in the South, says the *National Car Builder*, is very destructive to woods employed as the bed for railway track, and managers have been troubled to know what is the most economical method for obviating loss resulting from this cause. Creosoting has been resorted to. Several works with large capital have been established in St. Louis for the treatment of wood by the creosote process, and in Texas the treatment has been applied along the lines as construction was pushed forward. This method, however, is considered rather too expensive. Some railway men have concluded that the alantus and catalpa will prove to be the cheapest and most durable wood for tie and bridge timbers. One company, whose road extends chiefly over prairie lands, is having a large plantation seeded for these trees in equal proportions. Both the catalpa and the alantus are readily propagated from the seed, and bear seed-pods abundantly. Another company, whose road enters Texas, is arranging to plant several hundred acres of these trees in that state. Even the Iron Mountain Company, that probably owns more heavily timbered land than any other in the country, has contracted for the cultivation of a catalpa farm near one of its stations in Missouri. On this road are catalpa ties that were laid nearly 15 years ago and are apparently as sound as ever. It is authenticated that in southern Ohio, where one species of catalpa is indigenous, there are posts and timbers of this wood that have been in the ground a full century and yet show no signs of decay. Although the alantus is an importation from China, still it and the catalpa seem to find in the soils of Missouri, Arkansas and Texas just what they require to thrive upon.

A Rush for the Woods.

The St. John, N. B., correspondent of the *Montreal Gazette* says.—The rush for the woods is greater this fall than it has been for years. Every train that goes up the St. John towards the lumber regions of that part of the Province carries supplies, men and teams, bound for the forest, and there is equal activity on the north shore. This is not because of a scarcity of logs, as the stock is not yet exhausted. Last winter was an exceptionally good one for hauling, there being plenty of snow and fast-frozen swamps, and the stock was large at the beginning of the season for sawing. The production of lumber has been very large, as all the mills have been run constantly, many of them day and night. Some of our mills are preparing, by the accumulation of logs, to saw during the winter, as the prospects for good prices next spring are considered favourable. Mr. Gibson, the King of the Nashwaak, will have a regiment of men and horses in the woods, and several other heavy operations will have a large force there.