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A HEMLOCK-BARK concern at East Templeton, Ottawa river region, has 100 men stripping bark, and intends to get out 1,000 cords.

MR. E. B. EDDY, of Hull, will, it is stated, shortly establish a paper pulp factory in that city on the site recently occupied by Batson & Carrier. He expects to utilize in this way all the sawdust and refuse of his saw mill.

In one day Thomas Hall, with eighty hands, 75 Indians and five whites, put over the Chats slides and rapids a raft containing 170 cribs of white pine and other cribs, amounting in all to 200 cribs, which were rafted and got off the same night. This is probably the biggest day's work of the kind on record.

The *Timber Trades Journal* has the following paragraph on "Yellow Pine:" being our "white pine"—This question of dryness is an important consideration in regard to yellow pine, fully seasoned wood being intrinsically of much more value than stuff freshly manufactured. In Baltic goods, on the contrary, the fresher they are from the mills the more the trade here like them. Of course we do not mean to infer that green wood is as marketable as seasoned, but all deals are supposed to have undergone a process of drying before shipment.

The *American Lumberman* of New Orleans says—"Squatter sovereignty" is a persistent enemy to our magnificent pine forests, and its rule is everywhere found in the shape of thousands of trees girdled and left to decay around thriftless and abandoned homes, hundreds of which are found throughout the pine lands of the South. The vandals generally remain long enough to destroy what they can of what is valuable, and then move to some other section to repeat their work of devastation, an evil as far reaching and as pernicious in its effects as the forest fire. Both are evils which should as far as possible be cured by prompt and proper legislation.

The *London Timber Trades Journal* of June 2nd, says:—It is satisfactory to record, that if the deliveries are on a moderate scale, so are the supplies that have to replace them. Twenty-seven vessels only have to be recorded with timber goods in the port of London for the seven days ending with the 29th, or about 15 short of the number that put in appearance the last week of May, 1882. The next Board of Trade returns will be awaited with some curiosity by the leading importers at the chief centres of trade, and if they show that the same limited scale of supply has prevailed generally in the United Kingdom through the month of May as we had to chronicle in April, a better feeling may be expected to assert itself for the rest of the season among buyers.

PROSPECTS IN ENGLAND

The *Timber Trades Journal* says. It has been shown in our columns, and corroborated by the Board of Trade returns, that there has been a great falling off in the importation of foreign timber into this country up to the beginning of the month of May, nor has there been any excess of importation since, and it is the opinion of many that, however delayed, this backwardation will have to be made up before the season comes to an end. If this theory be admitted—and it is certainly very plausible—nothing is more likely than that the state of markets will ere long begin again to favor the shippers abroad, and that a brisk fall trade at remunerating prices may compensate them for the absence of the usual demand on their stocks in the earlier months of the year.

By the tone of our correspondent in Sweden, we may reasonably assume that there will be some curtailment in the production at the saw-mills over there, though whether this will be on a sufficiently large scale to appreciably affect f. o. b. values during the present season it is impossible to say without more data to go upon. With any improvement in the demand we fear the result to work short time, to which the Swedish shippers have seemingly agreed, would soon disappear, and stuff might be cut to more than meet the revived requirements. But in any case a greater business is likely to be done shortly, if at no better prices, though with the consumption accelerated it is difficult to see how these can be kept from advancing.

We shall not expect to see much improvement, however, till we hear of ships for charter being in more request, because the action of producers in limiting their manufacture will not stimulate the consumption unless a real revival of business takes place over the country in every direction. That the prospects of fall business are more encouraging may be traced to the fact of the present greatly reduced stocks here rather than to what they represent upon the other side. When once buyers begin to find they may be late in getting what they require, a tone will be given to the market which can hardly fail to render values firmer.

In the meantime the cutting trade that is now done keeps quoted prices very low, though for the leading stocks little alteration has been made on last week's prices. If anything, they are already hardening, but taken one with another we consider there is nothing to denote any upward inclination.

Common deals are sufficiently cheap to induce sales, but stocks of this description are plentiful enough to make buyers indifferent as to fresh purchases except at a still further reduction.

As to best goods, these, though wanted, are not in such demand as to make dealers anxious to supply themselves, and they continue to decline transactions except for immediate wants,

at shipper's present holding values. So the market stands, the buyer having rather the best of it; the immense facilities for supplying himself which the public sales here afford, if only on a limited scale, induce him to import only sparingly and to keep on the outskirts of the market until he sees some outward and visible sign that the trade is again moving ahead.

The one favorable fact of a diminished supply is all that we can at present adduce in favor of an approaching upward movement in the trade; but is an important fact, and is more to be relied on than a dozen rumours of short supplies abroad, rivers running dry, or great orders going out from other countries to clear away the stocks that were intended for us.

SUGAR OR ROCK MAPLE.

The following paper on the Acer Saccharinum, is by Jacob W. Manning, Reading, Massachusetts:—

This is in a broad sense an American tree, for it extends from the extreme eastern part of North America to the Eastern Rocky Mountains, and from the highlands of the Gulf States to the watershed between the waters of the St. Lawrence and Hudson Bay. In all this territory it is found at frequent intervals on elevated land and along rivers, and is at home in all rocky formations.

This tree is often from three to five feet in diameter, and seventy to eighty feet high, large and straight enough to make ship-keels, growing naturally without any aid from man.

I measured a tree in Northampton, Mass., that had been planted sixty years that was eleven feet six inches in circumference, three feet from the ground; even this is small compared with some natural trees seen in old pastures.

The wood is close grained and solid, and one of the handsomest of all light colored woods for furniture and house finish. The bird's-eye, curly and branched maple veneers that make such a rich and varied finish are made from it. It is almost the only wood used in the manufacture of boot and shoe lasts, for which a surprisingly large amount is used, and in many other industries where a solid and close-grained, but light wood, is necessary. As fuel it is but little excelled by any other wood.

No other native plant growth produces such delicious syrup as the rock maple. A sugar orchard is a valuable addition to a farm; even our street and lawn trees can be tapped without injury; they appear to grow as finely and live as long as those not robbed of their sap, which one would suppose was their vital fluid.

As a street lawn or park tree it is justly valued as one of the best American trees. It is thrifty, comparatively free from insects, and is sure to grow into a well balanced tree in nearly every locality. The shade is very dense, and yet grass will grow quite freely under single

specimens where the wind blows off the leaves.

In planting, to prevent monotony, it is well to intersperse other trees of different outline. The gorgeous autumn hues of our forests are largely due to this maple. I witnessed at Nowburg, N. Y., on a cloudy fall day in suburban home grounds, laid out by the lamented A. J. Downing, the very best effects in the varied hues taken on by this tree; interspersed among other kinds, each with its own peculiar autumn color, and some still green, but the rock maple overshadowed them all.—*Boston Traveller*.

SHIPPING FOR TIMBER.

The New Orleans *Times-Democrat* complains of the scarcity of tonnage combining large carrying capacity with light draft. It says:—"Our commerce with Mexico, Texas, British Honduras and South America is increasing yearly. More especially is this felt in lumber, but restricted to a class of vessels which are compelled to charge a rate of freight which exceeds in many cases more than one-third the cost of the lumber itself, delivered alongside; the mills can ship nothing but the choicest article, leaving on their hands the cheaper grades and offal. This necessarily entails a higher price being charged for the lumber, and, in consequence, the purchaser is deterred from ordering more than he barely needs. But once let the rate of freight, by employment of the right class of vessels, be reduced; let the mills once be able to lay down the whole cut of the log at the point of delivery, then they in turn can afford to cut cheaper and thus attract orders. The volume of business, it is safe to predict, would be more than double what it is now. Mill owners in the South are, as a rule, hampered for capital, and need all of their means for the development of their business, and cannot afford to embark in a business which is separate and distinct from their own. Yet so severely is the want of this class of tonnage felt that some of our largest mill owners along the Gulf coast are building vessels of their own, with a view of making themselves independent of chance and the exactions of ship brokers. Another feature in connection with this business is the fact, that, could the different ports to the south of us, which have but 7 or 8 feet of water on their bars, rely upon a sufficiency of cheap and light draft tonnage, trade would be stimulated to an extent never known before. In return for our yellow pine and other products, regions of the valuable woods of the tropics, mahogany, cedar, fustic, etc. would be opened up, and vessels which now in a majority of cases return empty, would be guaranteed good freights back. The field is a promising one, and while, for lack of space, we must bring our article to a close, we cannot refrain from inviting our moneyed men to give this subject the earnest attention it deserves, promising ourselves at some future time to treat it more exhaustively and fully."