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The Canada Lumberman

DEVOTED TO THE LUMBER AND TIMBER INTERESTS OF THE DOMINION.

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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.

PETERBOROUGH, Ont. MAY 16, 1881.

THE saw log drive belonging to Fowls Bros., Hastings, Ont., arrived at Lakefield on Wednesday morning, and that of J. Z. Rogers, of Ashburnham, at Youngs' Point.

MESSRS. R. & G. STRICKLAND are very busy cutting up about a million feet of basswood, ash, etc., at their Lakefield water mill, which has lately been thoroughly overhauled and is now doing better work than it ever did before. Too little attention has hitherto been paid to the getting out of hardwoods in this section of Ontario.

THE Tanite Company, of Stroudsburg, Monroe Co., Pa., compelled by the increased demand for their celebrated emery wheels and grinding machinery, are about enlarging their already extensive works. Plans and specifications were perfected for a building 24x64 feet, four storeys high. In consequence of the lateness of the season, however, it is impossible to get out the lumber in time. The original plans are therefore modified temporarily, and a building of two storeys, 24x32 feet, will be erected, which, at a later period, will be enlarged to the original design.

As most of our readers know it is one thing to get out logs during the winter and another to get them to the mills in good time during the summer. In the last two or three issues of THE CANADA LUMBERMAN we have given various estimates of the expected supply of lumber for the season, but none of these estimates, so far as we are aware, made any allowance for the logs which, although banked, were either not likely to reach the mills this summer, or to reach them so late as to prevent the lumber manufactured from them being put upon the market until next spring. That more than the usual quantity of logs will be hung up this season is now more than probable. Not only is the opening of the streams unusually late, but little or no rain has fallen, to make up for the water which has been quietly slipping away without taking a log with it. Unless, therefore, unusual provision were made last fall for holding back a supply of water on the small streams, the probabilities are that the estimated supply for the current season will be considerably reduced from this cause, although we think it

would be rather injudicious to make bets, as the *Lumberman's Gazette* says is being done in the west, that the supply of lumber will be from ten to fifteen per cent. less this season than it was last, on account of the dearth of water.

TIMBER ON ROAD ALLOWANCES.

In compliance with the request of a correspondent we publish the 3rd, 4th, 5th and 6th (as amended last session) sections of chap. 26 of the Revised Statutes of Ontario, which relate to the rights of license holders and municipalities to the timber growing upon road allowances included within the bounds of any license:

3. Every Government road allowance included in any Crown timber license, heretofore granted, or which may hereafter be granted under section one of this Act, shall be deemed and taken to be and to have been ungranted lands of the Crown, within the meaning of said section, and liable as such to be included in such license. 31 V. c. 19, s. 1.

4. The licensee or nominee named in any such license shall be deemed and taken to have, and to have had, all the rights in respect of every such road allowance, and the trees, timber and lumber thereon, or cut thereon, as were or, by the second section of this Act, may be conferred upon him in respect of any other Crown lands embraced in such license, and the trees, timber and lumber thereon, or cut thereon, except that he shall not be entitled to take or keep exclusive possession of any such road allowance. 31 V. c. 19, s. 2.

5. No by-law passed, or to be passed by any Municipal Council for preserving, selling, or otherwise appropriating or disposing of the timber or trees, or any part thereof, on any Government road allowance or allowances included in any such license, shall be deemed or taken to have had or have any force or effect against any such license. 34 V. c. 19, s. 3.

6. In case the council of any township organized as a separate municipality, or the council of any united townships, have passed or hereafter pass any by-law for preserving or selling the timber or trees on the Government road allowances within such townships or united townships, and included in any such license, the corporation of such township or united townships shall be entitled to be paid, out of the consolidated revenue fund of the Province, a sum equal to two per centum of the dues received by Her Majesty for or in respect of the timber or saw-logs which, during the existence of such by-law, were cut within the said township or united townships, under the authority of such license; but no corporation shall be entitled to such per centage of the dues received for timber or saw-logs cut during the times or seasons when any timber or trees on any such road allowances were cut or removed, for which cutting or removal such corporation had, before the fifteenth day of February, one thousand eight hundred and seventy-one, obtained a verdict against any such licensee or nominee.

With regard to the timber growing on road allowances not within the limit of any license, sub-section 4 of section 509 of the Municipal Act provides that "the Council of every county, township, city, town, and incorporated village may pass by-laws for preserving or selling timber, trees, stone, sand or gravel on any allowance or appropriation for a public road" subject to the provisions which we have just quoted.

FOREST CULTURE.

The *Toronto World* is another paper that is sharing in the growing interest felt in forest preservation. In an editorial it says:—"The forests of Canada are, next to her farms, the chief source of her wealth. But these are being rapidly depleted, and scarcely a grove has been made in any quarter to re-plant or conserve them. At the present rate of consumption our supply will become exhausted in fifteen years, while the supply of the United States east of the Rocky Mountains will not last ten years. Much may be done by judicious care and oversight to provide for future wants, as may be learnt from a study of forest culture in Great Britain and the countries of the continent, more especially Germany and France. This work ought to begin now; to wait ten years or fifty years would be to lose invaluable opportunities.

OUR FORESTS.

Our readers will be pleased to learn that the Council of the Agricultural and Arts Association of Ontario at its last meeting decided to offer two prizes of \$30 and \$20 for the best essays on "the best methods of preserving our forests and the varieties of trees best suited for planting," and that these essays are to be read and discussed at a public meeting of all who chose to attend, to be held on the evening of the first Wednesday during the Provincial Exhibition in London, next September. It is to be hoped that these prizes will not only be the means of calling forth some valuable information and suggestions with regard to this very important subject, but that the opportunity, which the public meeting is designed to afford, will be taken advantage of by many of the readers of THE CANADA LUMBERMAN, to place their views—particularly with regard to the preservation of our present timber supply—before the public. In connection with this subject may we not ask: Why should not the lumbermen of this Province form an association, and receive a grant from the Provincial Treasury to aid them in promoting so laudable an object as the preservation of our forests? The Provincial Government now give grants to several associations which have been formed for similar public purposes, and why not to the lumbermen, who represent an interest, second to that of the farmer, but of far greater importance than any other.

FOREST STATISTICS.

In the United States we learn that important branches of the census work have been committed to the charge of special agents, who are experts in their several departments. Among these Professor Charles S. Sargent has charge of the subjects of "Tree-covering, Forest Wealth, and the Lumbering Industry." This gentleman will no doubt collate the scattered statistics on these subjects, and publish them in such a shape as to give very valuable information. We might well follow the example of our neighbors in this respect, for the small expenditure incurred would be amply repaid, by our better knowledge of our forest areas and forest wealth. This is only one instance out of many of the interest which our neighbors south of the line are taking in their forests, in which respect we lay somewhat behind them.

HALIBURTON.

TIMBER.—A very large drive of square timber belonging to Messrs. Irwin & Boyd is running through this village. It will be rafted in Head Lake, where, with other timber which has already been brought up the lake, there will be some 2,000 pieces. This drive consists of 1,100, among which are some fine timber, the largest being 11 feet in length, and squaring 30x31 inches. A timber slide for loading it has been built near the new wharf, and the first train load left on the 6th via the Victoria and Midland railroads for Port Hope.

SCARCITY OF WATER.—The lumbermen are complaining very much of the want of water. A vast number of logs will have to be left in the small creeks, adjoining the large creeks and lakes, there not being sufficient water to run them out. There has not been any rain in this part since the first part of February. Water is lower than last fall.

Haliburton, May 9th, 1881.

Deserves Success.

THE CANADA LUMBERMAN.—Messrs. Toker & Co., the enterprising publishers of the Peterborough DAILY REVIEW, have purchased THE CANADA LUMBERMAN, and will henceforth publish it twice a month. It is the only paper published in Canada in the interest of lumbermen, and will, we are sure, guide and guard their interests faithfully and well. The LUMBERMAN is purely a trade organ, and will not be allied with any political party. We wish Messrs. Toker & Co. the success they deserve, and if they get that they will have no reason to grumble, as every person interested in lumber or timber should subscribe for THE CANADA LUMBERMAN at once.—*Stratford Herald.*

JANF BOUCHANT'S saw mills, Ufford, have again been overhauled and are in first-class order.

ST. JOHN, N.B.

THE FRESHET.—The water in the river continues very low for the season of the year, owing to the protracted dry and cold weather; the same may be said of the smaller streams, operating adversely to stream driving operations.

SAW MILLS.—Sawing has commenced at the greater number of our milling establishments, both in the city and in the country districts, but it is doubtful how long they can all be kept in operation unless we have more favorable weather for the streams soon.

Freights.—The rates of freight rule about the same as at the date of our last. A large amount in chartering has been done however in the past fortnight, some 15,000 tons of shipping having been placed, chiefly for Liverpool and Bristol Channel, at 57/6.

SHIPMENTS.—The following shipments of deal, and other sawn timber have been made during the two weeks past, say:

For Europe.....6,029,000 Sup. ft.
" United States2,217,000 "

St. John, N.B., May 5th, 1881.

OTTAWA.

SHIPPING.—Shipping of lumber is going on briskly by the river and by the St. Lawrence & Ottawa Railway, and by the Canada Central Railway.

RAFTING.—A. & P. White, of Deux Rivières, have a large gang of men rafting their timber at that place and expect to be ready to start for Quebec at an early date. The water in the Ottawa and many of the other streams is very low, and great fears are entertained that there will be many logs left in the creeks this season.

DRIVING.—Bronson & Weston's drive is near out of the Schuyler; the water is as high as it was any time at this season of the year. Fraser & McCanahan's drive on the same stream is also doing well. They expect to be in the Ottawa River about the 12th of May. The tug *Walter B.*, owned by Mr. Thibaudan, is to begin towing logs from Des Joachim to Fort William on the 28th.

CLOSING.—Mr. J. A. Gouin has closed the Russell House until the 15th of June next. The old stone building is to be taken down and a handsome new front built. Mr. Gouin has conducted the Russell House for the past eighteen years, and as he has been a popular landlord, he will doubtless have the continued patronage of the travelling public when the superior accommodation which will be afforded by the contemplated improvements is completed.

BIG TREES.

Referring to big trees, the *American Register* tells us that a grove in California, consisting of 1,680, contains not one which measures less than six feet in diameter. A rare and magnificent white oak is to be seen in the Quaker burying ground in Salem, New York. It is more than two hundred years old, and is remarkable for its enormous branches, which have a spread of 112 feet. A remarkable chestnut tree is growing on a farm in Berks, Pennsylvania. It is nearly forty feet in circumference at the base, and the top of the tree can be reached by steps fastened between the limbs. Most remarkable of trees with a history is a russet apple tree in Skowhegan, Maine, which was planted in 1762. In its branches a play-room for children has been built for half a century. The tree is seven feet from the ground to the branches, five in number, all of which are very large, and average 30 feet in length, covering a space of ground 63 feet in diameter. It is more than 4½ feet in diameter, and has yielded an average of thirty bushels each year.

On the Subject of Wagon Tires.

The question has been asked why people persist in the use of narrow wagon tires where the roads are of clay and mud, or where loads have to be drawn over ploughed or mellow ground. A broad tire will not sink so far as a narrow one, consequently the narrower the tire the deeper the wheel will sink into the field or road, and greater power will be required to draw the load. While narrow wheels are desirable for vehicles for fast driving, it is very desirable that the breadth of tire used on our lumber and farm wagons should be materially increased.