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DEVOTED TO THE LUMBER AND TIMBER INTERESTS OF THE DOMINION.

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PETERBOROUGH, Ont. FEB. 15, 1882.

Mr. S. C. KANADY, lumber dealer, of Toronto, has taken into partnership Mr. A. R. Riches, the firm now being S. C. Kanady & Co.

THE pine forests of Georgia are being rapidly destroyed. The State exports 300,000,000 feet of lumber every year, and so strips 96,000 acres, and it is thought that half as much more is spoiled and wasted by the turpentine makers.

B. F. Weston, of Muskegon, is building a tram road to facilitate his lumbering operations. He don't propose to be dependent on snow in the future, but will get out the logs whether the "beautiful" puts in an appearance or not.

THE project of a hospital for lumbermen, at Chippewa, Wis., is growing apace. A considerable proportion of the \$8,000 required to put up the building is already subscribed. Subscriptions are to be asked among the loggers themselves to pay the running expenses of the enterprise.

Messrs. Bryce, Junor & Co., of Glasgow, have taken Mr. Joseph White into partnership, the firm now being Bryce, Junor & White. In their circular they say:—"Our Canadian friends, Messrs. H. B. Rathbun & Son, have greatly enlarged their factories, and we can now offer their doors and mouldings in increased quantities."

WE take from the *Timber Trades Journal's* table of the distribution of imports, the principal British timber ports with the number of loads they received:—

London.....	1,404,793
Liverpool.....	524,404
Hull.....	364,831
Cardiff.....	238,182
Battlepool.....	250,042
Grisby.....	216,942

No other ports received over 200,000 loads, Newcastle coming next with 175,413. In the Clyde, Glasgow has 67,042 loads, and Greenock 175,157, a total of 222,201. Of Irish ports, Belfast heads the list with 89,993 loads.

## POLE ROADS.

In reply to an enquirer the *Northwestern Lumberman* says:—Pole roads for logging purposes are the simplest among the many forms of road which lumbermen find convenient and necessary in the prosecution of logging operations, when snow and ice roads are not available. They can be constructed in any locality where the ground is reasonably level, and are particularly adapted to such locations as present a sandy or fairly firm soil. They consist of long, small, peeled poles, the longer the better, from four to five inches in diameter at the top, to eight or ten inches at the butt end. The more evenly they carry their size from butt to top, the better the road. The ends of the butts, as well as of the tops, are long scarfed, and pinned together with suitable hardwood or strong pins, of one and a half or two inches in diameter, according to the size of the timber through which they are to be driven. Tops should be scarfed to tops, and butts to butts, in order to provide a perfect bedding of all parts in the ground. If the scarfing is done so as to cause the poles to lay naturally on the ground when in place, the pins should be long enough to penetrate the ground for some distance. This is all the fastening or anchoring usually provided. The wheels of the car are concave, or V shaped, and as they pass over the rails naturally force them to maintain their proper distances from each other, while preventing them from spreading apart. It will take but a few trips of a loaded car over these poles to bed them in the earth, when spreading is practically out of the question. The wheels must, in their concave surface, be adapted to the general size of the poles to be used, and if larger poles are employed, or large butts are used, the axle must be used in hewing off enough of the surplus wood to give the wheels a sure bearing. Any kind of timber that carries its size well, may be employed, and if a pole gives out it is easily replaced. But comparatively little grading is requisite, although it is obvious that the more level the top of the track is kept, the less friction is encountered, for this reason it is well to bed the butts enough to bring them level with the bedded tops. No cross-tieing is employed, and so solid are these roads that in many sections light locomotives are run upon them. With these general points stated, any man who comprehends the conditions under which concave wheels may be kept from running off through mounting the poles should have no difficulty in building a pole road. If the soil is not sufficiently firm to prevent the poles from becoming too deeply imbedded, cross-ties of poles may be used, but as a rule they are more harm than advantage, as they tend to prevent the self-adjustment of the track for which the concave wheels would naturally provide.

## THE CLYDE TIMBER PONDS.

The Glasgow *Herald* states that an inspection of the timber ponds along the south side of the river, from Greenock to near Langbank, which were broken up by the severe gale of Friday, the 6th Jan., shows that the damage done is very great, many of the ponds being completely denuded of their logs. The river from Bowling to near Greenock was covered with floating timber on Friday and Saturday, rendering navigation very difficult. Thousands of logs have got stranded on the north banks, but the greater proportion is still afloat. Squads of rafters were despatched from Greenock and Port Glasgow to the ponds on Friday night, and they were engaged up to dark on Saturday securing what timber remained in the ponds, and repairing breaches made in the palings. The timber measurers of both ports resolved to act together for the benefit of all concerned, and on Sunday morning three tugs left Greenock with about twenty-five men each on board. One of the tugs proceeded down the river as far as the Cloch, and picked up every floating log which could be seen, instructions having been given that any timber found on the shore was to be allowed to remain in the meantime. The other two tugs proceeded up the river collecting the timber afloat, and having it towed to places of safety. Their efforts proved very successful, upwards of 2,000 logs being towed into Port Glasgow the same night by the three tug steamers. A like number of logs was again

picked up on Monday, but this is only a fractional part of the timber afloat and ashore on the north side of the river. It will be several days yet ere the river is clear, and steamboat masters would therefore do well to use every precaution while navigating their vessels. Already two paddle steamers have sustained considerable damage, and the traffic on the river for some days past has been comparatively light, also greater damage would probably have been done. It is computed that the cost of collecting this enormous quantity of drifting timber, replacing it in the respective ponds, and repairing the damage to the stakes will not be less than from £2,000 to £3,000.

## TORONTO LUMBER SUPPLY.

It is probable there will be a somewhat limited supply of lumber in the Toronto market this year. Most of the pine lumber used in this district comes from Muskoka, and although there is at present very fair sleighing in that region, the snow was so tardy in putting in an appearance that many of the lumber operators dismissed their hands for fear that they would not get good hauling. There is, moreover, and will continue to be, an unprecedented demand for lumber in the United States, so that it may be expected to be abnormally dear in the spring and summer. A *Mail* reporter yesterday interviewed several of the prominent lumber operators, and they all were apparently of the opinion given above. Mr. H. H. Cook, M.P.P., thinks there will undoubtedly be a shortage of logs. He is of opinion that the supply of lumber in this country will be about the same as in former years, but cannot be increased, and will be absorbed by the demand. There will in all probability, he says, also be a short supply of logs in the United States, as in North and South Michigan, where large quantities are cut, there is no snow at all. A great quantity of logs had been cut in the Ottawa district, but he did not think the lumbermen would be able to get them to the mills. It often happened that it took the Ottawa lumbermen two years before they got their logs down to the mills. In regard to the future supply of lumber, Mr. Cook said there was not the slightest danger of overstocking the market as long as the present prosperity of Canada and the United States continued.

It is almost a certainty that most kinds of lumber will be much dearer this year, and the additional price will no doubt affect the cost of buildings in this city, and increase the estimates for contracts generally. In view, however, of the augmented business of the country and the prosperity of all classes, the differences in prices is not likely to check building operations, and may perhaps pass unnoticed in the general capacity to pay more money for all kinds of material and labor.—*Mail*.

## OLD TREES.

The ages attained by some of the coniferæ are scarcely less extraordinary than their colossal bulk. The greatest longevity assigned to any tree is perhaps credited to the celebrated taxodium of Chapultepec, in Mexico, 117 feet in circumference, which is thought by De Candolle to exceed in age the baobab of Senegal, inferred to be 5,150 years old. Goepfert states that *Taxodium distichum* has been ascertained by its annular rings to live 2,000 years. The mammoth tree has been estimated to live 4,000 years in California. De Candolle quotes a number of instances of longevity in the yew, and Endlicher considers one in Derbyshire to be 2,096 years old, and the one at Grasford, in North Wales, 1,400 years old. The pines, cypress, firs, larches, and cedars are credited with ages of 200, 300, and even 500. Picea 200 feet in height is mentioned by Goepfert, as ascertained by its annular rings, to be 460 years old, and a larix of 120 feet to be 576 years old. The Scotch pine (*Pinus sylvestris*) is said to require 200 years to mature its timber to perfection. In Veitch's Manual of the Coniferæ the ages of some of these are stated at considerably less. Other examples of longevity greater than 500 years are mentioned. These are *Cedrus deodara*, 750 to 900 years; cedar of Lebanon, 600 to 800 years. It is important, however, to recognize the fact that rings of growth are not in all cases trustworthy guides, and the subject is still in-

involved in some obscurity. The rings of growth in eucalyptus have been ascertained to be biennial. White cedar planted in England show symptoms of decay, as in Richmond Park, as if their full age in this climate at least were already reached.—*Gardeners' Chronicle*.

## MADOC.

The *North Hastings Review* says that the Midland R. R. Co., have arranged with Mr. Wood for their supply of ties on the Madoc Branch. Mr. Wood is also buying for Messrs. Rathbun & Son, on the Moira river at and below Malons. We are informed he has a large quantity already secured. Taking the lumbering operations in all its varied branches in this section and vicinity, including logs by the Messrs. Gilmour & Co.; square timber by Messrs. Buck & Stewart, with the ties, posts and round timber by Mr. Wood, on the Moira, and Messrs. Thompson & Diamond on Black Creek, and Mr. Harrison on the Scootamatta, for Rathbun & Son, and the amount must be simply enormous. At the Madoc station alone there has been, we are informed, delivered by teams and railway, oats and peas, for supplies to these various lumbering establishments, not less than 60,000 bushels, to which must be added large supplies of pork and flour. We also learn that supplies are purchased at this point for some of the charities belonging to H. R. Booth and Bronson & Weston, of Ottawa, Mr. Booth having purchased a large quantity of oats and flour from Mr. A. F. Wood for the use of shanties where the logs will be drawn to the Madawaska and its branches for Ottawa. The amount of business done at the Madoc station by Mr. Blount for Gilmour & Co., and Mr. Dwyer for Rathbun & Son, must have been very large, and shows beyond a doubt the wisdom of railway connection in the lumbermen's interests alone. We are informed that the quantity of logs and ties that will be driven down the Moira this coming season will exceed anything in that line that has ever taken place on that river before.

## IMPORTS AT CLYDE PORTS.

The following is a table of comparative imports at Clyde ports during 1879, 1880, and 1881:—

	1879.	1880.	1881.
	Logs.	Logs.	Logs.
Waney board pine, Quebec....	2,101	11,167	9,124
Square yellow " " " " " "	13,231	36,787	33,136
Red " " " " " "	3,023	13,241	6,094
	18,355	61,195	48,354
	Logs.	Logs.	Logs.
Oak, Quebec.....	4,300	6,739	6,943
Elm, " " " " " "	992	5,712	4,625
Ash, " " " " " "	408	2,215	2,381
Birch, all sorts.....	2,039	9,676	7,256
	7,730	24,392	21,205
	Pieces.	Pieces.	Pieces.
Deals, Quebec.....	499,700	1,003,262	415,704
" N.B. and N.S. ....	29,500	773,344	895,826
	529,200	1,776,606	1,311,530

	Mille.	Mille.	Mille.
Staves, Quebec.....	142	436	175
" New York.....	480	203	500

The following is a comparative statement of stock in Clyde ports, on December 31st, 1880 and 1881:—

	1880.	1881.
	Cub. ft.	Cub. ft.
Quebec waney board pine.....	672,625	767,631
" square yellow pine.....	1,310,200	1,127,900
" red pine.....	387,232	372,306
Lower port yellow pine.....	129,311	94,965
Baltic red and white pine.....	535,600	1,100,381
Pitch pine timber.....	319,344	348,500
Quebec oak.....	146,838	244,781
" elm.....	32,307	35,855
" ash.....	60,230	62,336
" and lower port birch.....	—	8,154
" maple.....	—	1,442
" cherry.....	—	3,961
" hickory.....	5,991	3,408
" whitewood.....	633	1,123
" tamar.....	1,511	—
" 1st pine deals.....	548,430	271,451
" 2nd " " " " " " " "	80,102	29,242
" 3rd " " " " " " " "	387,150	271,699
" 4th " " " " " " " "	129,100	81,809
" red pine deals.....	134,000	69,154
" spruce deals.....	144,810	75,538
Lower port spruce deals.....	174,230	186,292
" pine deals.....	168,600	174,898
	Mille.	Mille.
Pine staves.....	47	12
Pitch pine staves.....	166	49
New York staves.....	30	80

THE *Lumberman's Gazette* says that a bill is to be introduced in the Wisconsin Senate levying a tax of 15 cents on every 1,000 feet of logs run out of the state. This is aimed particularly at one company. If the bill passes it will add \$100,000 to the revenue of the state.