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The new mills for the Georgian Bay Lumbering Co. are under contract and the work is being pushed on with the greatest speed. The machine shops are built and taken possession of, and the stone foundation of the mill is nearly completed.

A. J. GEIGER, Philadelphia, is reported as having the largest lumber warehouse under one roof in the United States. It is 164 feet wide and 200 feet long. It required 13,000 square feet of tin for the roof, which is so arranged that it can be opened when the weather is fair, and closed when it is stormy.

THE ONTARIO BANK.

We regret to learn, directly and indirectly, that some of the depositors and note holders of the Ontario Bank have become alarmed at recent developments, and are withdrawing their deposits and refusing to take its notes as usual, notwithstanding that there is not the slightest ground for alarm on their part.

Did we for a moment think that there is the slightest possibility of any of its creditors suffering inconvenience, much less loss, by the Ontario Bank, we should be the last to discourage them taking every possible means of securing themselves, but as matters stand we deem it our duty to discourage everything tending to discredit this Bank's entire solvency so far as the public is concerned.

It is unfortunately too true that through past management, a considerable portion of the Stockholders' money has been lost, but taking even the most gloomy view of the state of its affairs, and accepting Mr. Holland's report as certain to be fully realized, the bank still possesses undoubted assets, which amount to within a fraction of one hundred and thirty-five cents for every dollar which it owes to the public. But perhaps the best evidence that the Bank is thoroughly solvent so far as its creditors are concerned, is the fact that notwithstanding Mr. Holland's proposal to reduce each \$100 of its present stock down to \$50, yet the speculators in both the Montreal and Toronto markets are paying about \$60 for every \$100 of its present stock or for every \$50 of the new stock, which is equal to a premium of twenty per cent. on the stock as reduced. This is the strongest possible proof that those most likely to be best informed still place a very substantial value upon its stock, and believe that things are likely to turn out much better than Mr. Holland's estimate. Be that as it may, however, it is quite clear that this stock cannot be worth a single cent, unless there be a surplus after paying every creditor. The Stockholders are the only ones which can suffer by the bank's losses, and that being the case we have no hesitation in strongly deprecating any action on the part of any of its creditors calculated to increase the already serious loss of its proprietors.

CANADA'S RESOURCES.

IMMENSE TRACTS OF PINE LANDS DISCOVERED NORTH OF THE GEORGIAN BAY.

Col. William Mercer, a railway engineer of large experience, passed through Chicago a day or two ago to commence the survey for the Quincy, Vandalia and Eastern road. The Colonel brought the first tangible information from the mysterious exploring expedition which recently left a port on the Lake Huron shore and proceeded to the mouth of Spanish River, on the Georgian Bay, where they dismissed the steamer which had taken them thus far, and took to small boats, in which they proceeded up the river one hundred and fifty miles, penetrating a region little known to the white man, and which the Canadian Government has never yet

SURVEYED OR EXPLORED.

The expedition was gotten up so quietly that only a few persons interested in the result of the exploration knew of its destination. Its abandonment of the steamer on the shores of the Georgian Bay was a matter of wonderment even to the officers of the boat, who could not, though they tried hard, guess the object of all the preparations which they found awaiting the voyagers at the mouth of Spanish River, and the extended trip of the adventurous little party at least awakened in the minds of friends at home fears that some serious disaster had overtaken them in this wild and unknown region. Launched upon Spanish River, the voyagers proceeded leisurely, noting the depths and currents of the stream, the magnitude of which surprised them more and more as they ascended. Reaching a point 100 miles inland from the Georgian Bay and the limit of Government surveys, the party landed and prepared to penetrate the great unexplored region before them. Here began the work that from its results may in the not far distant future open up a new and almost inexhaustible source of lumber supply. This, in fact, was the primary object of the expedition—to investigate the resources of this region as regarded the growth and quality of pine timber, and discover if such forests, could they be found, could be utilized when the pine supply of Michigan should be exhausted.

Establishing a base line six miles in length, the surveyors moved forward, sending outside parties, and in this way covered an area of 75 square miles. They found the pine timber of a superior quality, exceeding that of the Michigan forests, and in such quantities as to convince them that they had discovered a source which would furnish building material for Canada and the West.

FOR THE NEXT HUNDRED YEARS

at least. It was estimated that the area surveyed by them would furnish 24,000,000,000 feet of lumber, and they had not begun, according to the Indian guides, to penetrate this immense

forest tract. The explorers also encountered small streams connecting with the Spanish River, which, in the event of the future tapping of this great lumber supply, would serve admirably in floating the logs to the greater stream, which is free from rapids and well adapted to the logging trade. The value of this great pine forest will perhaps be better understood when it is stated that the entire stock of uncut timber in the state of Michigan is estimated by practical engineers at only 35,000,000,000 feet.

In addition to this immense lumber supply, the party found evidences of

VARIED AND EXTENSIVE MINERAL DEPOSITS, which of themselves will in time serve to open up this great wild region to the fuller and freer knowledge of the enterprising white man.

Spanish River, according to Col. Mercer, is from its mouth to its rise, or as far as the expedition navigated it, a splendid stream, devoid of rapids or other impediments its entire length. It runs through a grandly picturesque country, with lofty cliffs and jutting precipices interspersed here and there with lengthy reaches of high plateaus. Its waters are of a good and uniform depth throughout. This river, together with the Ottawa River—the one running south west and the other south-east—serve as the

GREAT DRAINING AND IRRIGATING ARTERIES to this widely extended land of the pine. The Ottawa River, however, is obstructed by frequently recurring rapids, and as a logging stream has many disadvantages which could not be overcome without the application of immense labor and expense. Flooding along through this almost interminable wilderness of pine, the explorers were surprised and gladdened by the voice of man coming from a source least expected in fact, they ran upon a party of engineers engaged in the work of surveying for

THE CANADIAN PACIFIC RAILWAY.

Mutual greetings and congratulations were exchanged. The railway surveyors had long since cut loose from civilization, and yearned for some means of communication with their fellow men. In accordance with these hopes and longings their daily accumulations of mail matter had been kept in the best state of preservation and at the foremost front, ready for any chance benighted party like themselves who would volunteer to carry them to their destination. This package of letters, which had assumed a godly bulk, was taken in charge by our pioneers and religiously packed with their choicest instruments, in order that their charge might be properly regarded and respected.

Col. Mercer, who has been bred to eminent practical work, soon found occasion to question his newly acquired friends with regard to the prospects and ultimate intentions of the Canadian Government touching this great railway project. He had, through his own knowledge

of the country, discovered that this road must pass through

NEARLY 1,000 MILES ENTIRELY UNINHABITED, in the largest portion of which the print of the Indian moccasins has never been seen; and yet the Colonel, who is, as has been before stated, an eminently practical man, could not see how a road through such a country could be made to pay. To the casual observer it would appear that this vast tract of timber, with the accompanying mineral resources, as discovered by this exploring party, gives promise of a successful future to the railway enterprise that at its inception has such a wide and otherwise apparently unprofitable gap between its remotely separated termini.

Gilmour's New Mill.

The *Advocate* says that the work on Gilmour's new mill at Trenton is being pushed with great energy. Mr. Proper has arrived and is executing the plans made by Mr. Hall, who is the draughtsman and architect. The frame of the mill proper is made in sections, each story being a section. The frame is up and also the two extension wings. The men are putting on the roof as fast as possible, so as to have it enclosed before the bad weather sets in. It is a colossal frame in no size of its timbers and the area it covers. Mr. Proper tells us one gang similar to those to be put in cut 123 logs in one hour. Mr. Lester, sr., is pushing the new smoke stack rapidly to completion. On Saturday it was within 30 feet of its height. Messrs. Crow & Sanson are driving on the boiler house with all the forces they can well set to work. The front of the new boilers, which will be tubular, will be reversed to face the west, thereby securing a better draught. The Miller Bros. have completed the stone foundation except the central stone work that is to bind the immensely large gangs to the rock. There is to be three feet of rock excavated, and then large bands of iron will be laid down and stone work twelve feet thick built over these irons, so that the gang under great weight, when screwed down to the irons, may be free from shake or jar. Mr. Gilmour, the engineer, has had four boilers put in position in the new boiler house in connection with the planing mill, and two of the boilers now supply steam to the mill. The new engine will shortly be in position, and then the present small engine will be kept for electric light or force pump purposes. The "Gehona" is about 100 feet out west of the large mill, and looks like a great circle of rough hewn stone. It will be surmounted with an iron furnace 30 feet in diameter, into which refuse stuff from the mill will be thrown, and will be kept burning day and night while the mill is in operation.

BLACKSTONE, the name of England's greatest lawyer, and the name of a well known lawyer's pen of Esterbrook's make. The stationers have them.