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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. APRIL 15, 1881

We received a special dispatch from Ottawa, dated the 11th instant, which says that McElbourn's sawmill is in operation with a gang of 75 men. This is the first opening of the season. Reports from the Upper Gatineau state that there are several feet of snow in the bush yet. The water is very low, and unless there are heavy rains within two weeks a great deal of pine timber will be stuck.

THE Northwest Lumberman says: The late opening of the season that the indications now promise will have a tendency to make business, when it does begin, very active. The mills will have to work hard to get out what they intend to manufacture, and the dealers will be equally busy receiving it, piling it up and selling it. The trade that has been kept back by the embargo on transportation will probably be heard from in the shape of plentiful orders when the blockade is raised, and this business added to that which may ordinarily be expected in the spring, will, no doubt, make the neighborhood of a lumber yard a lively place, in the course of two or three weeks. The prospect, altogether, is that a good business will be done as soon as it is possible to do it, and when it does come, the activity of trade will, no doubt, make up, in a great measure, for the enforced dullness of the earlier months of the year.

A CORRESPONDENT informs us that the wealthy and energetic firm of Messrs. Thomas Cundlo & Co. are making preparations to start their sawmill situated on the extensive limits recently acquired by them on Cockburn's Island, Lake Huron. These limits extend over 130 square miles, equal to about 150,000 acres, and are covered with a large quantity of pine, hemlock and cedar timber, which, if the logs at present in their boom may be taken as a fair sample, is of a very superior quality and which will, if properly manufactured, make A. 1. lumber. The pine is thin in the bark and singularly free from sap, while the cedar is said to be long enough to scaffold a church tower, and sufficient in quantity to fence Lake Huron. Being situated as they are on the direct line of steamboat travel between Chicago, Collingwood and the Welland Canal we are not surprised to learn that some of our American

cousins are casting a longing eye after them. We hope however that if Messrs. Cundlo & Co. do part with them they will fall into Canadian and not American hands.

A LUMBERMEN'S ASSOCIATION.

We have had several suggestions made to us by lumbermen, as to the expediency of regularly organizing a Lumbermen's Association, and have been urged to write in support of it. There can, we think, be little doubt that such an organization would be of great assistance and benefit to the trade. In fact the expediency and even the necessity of organizing has already been fully recognised, and has been acted upon. Not long ago the Ontario lumbermen met together to discuss questions of interest to them, and by means of a regularly appointed deputation called the attention of the Provincial Government to certain requirements of the trade. On that occasion they were successful in obtaining the concession of several important points, which would probably not have been so readily yielded to their individual and separate solicitation. So too the Quebec lumbermen last month collectively addressed the Administration of their Province, with some immediate good results and the promise of more. But in these cases the organization was only temporary, being allowed to lapse into disuse as soon as the immediate emergency was over, only to be renewed again under the influence of some pressing necessity. But this implies a great waste of time and energy with the minimum of advantage. If there were a permanently constituted association, it would always be prepared for consultation and action whenever expedient, without waiting till some grievance became intolerable. In many other ways too besides dealing with the Government such an organization would be found useful by the trade. They are in fact so obvious that we need hardly point them out.

It has been suggested to us that an appropriate form for the organization would be in the shape of local associations with their committees and secretary to be established at the different lumbering centres, such as regards Ontario, as the Ottawa Valley, the Bay of Quinte, the Georgian Bay and Peterborough. These local bodies would have charge of the local interests, and would also unite in a Provincial association to deal with general questions.

The farmers, the dairymen, and many other industries find it expedient and useful thus to bind themselves together for common action and mutual consultation, so it seems very natural to assume that the great lumber and timber industry would benefit at least equally by adopting a similar course.

We hope that some of our readers, who are interested in this matter, will give their views of the best means of arriving at this result. We will gladly find space in our columns for a discussion of the subject.

A FOREST COMMISSION.

It is with much satisfaction that we observe that there is a growing manifestation of public interest in that very important subject, the preservation of our forests. One great proof of this is the frequent discussion of this matter recently in the columns of the press, which is a sure index to the direction of public opinion. In this number we give extracts from the *Globe*, *Mail* and other journals, and we might have given many more of a similar character, for we notice one paper after another, without regard to their political colour, calling attention to the threatened extirpation of our forests at no distant period, and to the necessity of husbanding our sylvan wealth.

We particularly invite notice to the article we have quoted from the *Globe*, and more especially to the last portion of it. We can heartily endorse its suggestion of a commission to enquire into the whole subject of forestry, for we believe it would be of the greatest benefit. The Agricultural Commission has collected and published much valuable information in regard to this matter, but much more is required, and the question should be looked at from other points of view. A commission especially appointed for this purpose, might for instance

obtain information and report upon the forest regulations and administration of other countries, thus being enabled intelligently to suggest such a modification of them as might be adopted by us with advantage under the special circumstances of this country. We have much to learn in regard to this, and we should not defer taking a lesson from other countries till it is too late.

TRANSPORTATION NOTES.

LUMBER FREIGHTS from East Saginaw, Mich., to Buffalo are expected to open at \$3. Saginaw Bay is still frozen solid in every direction as far as the eye can reach.

A SERIOUS break occurred in the Erie canal at Lockport when the two lower locks of the ten combined caved in and became a mass of ruins. It will be some time before the damage is repaired. The ten combined locks were completed on October 26th, 1875, and have long been looked upon as one of the finest pieces of masonry in the State.

THE statement has been made so distinctly that lumber shippers were willing to pay \$1.25 for cargoes from Toronto to Oswego, that it was considered there could be no doubt about it. A shipping firm sends a note to the *Globe*, however, stating that the *Jane McLeod* has been chartered to load lumber for Oswego, as soon as she arrives here, at \$1.20. The note contained the observation also that \$1.25 had not been refused. This may be strictly correct; but it would have been more explicit to have said that \$1.25 had not been offered. And, in any event, the statement is from one firm only; which leaves it quite possible that \$1.25 has been offered by other parties, which we believe to have been the case. The rate of \$1.50 is certainly far from being assured.

THE Chicago Tribune of the 5th has the following observations:—"Considerable enquiry for grain carrying vessels is developing. The shippers in the market do not care to pay over seven cents on corn to Buffalo, and as a rule carriers decline to accept this figure, being impressed with the idea that eight cents will be freely paid before navigation opens through the straits. Agents anticipate a good demand before the 15th inst., when the winter storage ceases. They agree with the owners of vessels that eight cents on corn to Buffalo may be obtained. On Friday Mr. Geddes chartered the Canadian schooner *Manzanilla*, through Messrs. Atkins & Coedwith, to load with 23,000 bushels of corn for Kingston. The agents decline to make public the rate allowed per bushel, but assure parties enquiring that it is better than has been paid to a Lake Ontario port prior to the opening of navigation for several seasons. They claim also that the freight allowed is better than seven cents to Buffalo. From other sources pointers have been obtained which seem to indicate that the *Manzanilla* gets about 11 cents per bushel."

BASS RIVER, N. B.

THE WEATHER.—Although not exactly accurate in all his predictions, Vennor has in some degree redeemed his credit by giving us on the North Shore a remarkably severe winter, with snows of unusual depth, and much broken weather. The log crop, however, in spite of these drawbacks, will be a fair one, both in quantity and quality.

LOSS OF LIFE.—A number of very serious accidents occurred, one by which Thos. Cail, one of our leading lumber operators, lost his life.

THE DRIVES.—The prospects for brook drives is excellent, and no doubt seems to be felt of the stuff coming down.

OUR LUMBERMEN.—Our leading operators in Kent are as nearly as possible in the following order:—George McLeod, S. & A. Dunn, J. & W. Brent, E. Walker, R. N. Doherty, J. Ford, Cail Bros., T. Curran, H. O'Leary, Thomas Coats, Robinson Bros., Peters Bros., T. & R. Atkinson, and W. Bowser.

THE STUMP ACT, ETC.—Some dissatisfaction is expressed at the way the stumpage tax is collected. It in effect offers a premium to successful fraud. An effort should also be made to stop the destruction of the hemlock now going on.

March 16th, 1881.

C. C. C.

SAINT JOHN, N. B.

STOCK OF LUMBER.—The stock of deals at this port is unusually low. In past years we generally commenced the winter season with a stock of sixty to eighty million superficial feet, whereas at the beginning of the winter just past, only about one-third of that quantity was held. Several cargoes have been shipped during the winter, and when the loading of the ships now in port (as referred to below) shall be completed, the stock will be pretty well exhausted.

WORK IN THE WOODS.—The past winter, upon the whole, has been favorable for lumbering operations, but was cut somewhat short by the uncommonly mild weather throughout the month of March, causing the lakes and streams to break up very early, and therefore shortening the work in the woods several weeks, curtailing the supply of logs to that extent, which will amount to a considerable quantity in the aggregate.

THE STREAMS.—The ice in the river had wasted to such an extent that it was expected to be clear by the 1st of April, but a sudden change in the weather to severe cold for the last ten days has so hardened the ice that it will probably not run out much earlier than the usual time, the latter part of this month. The great waste of snow and ice so early causes some uneasiness regarding the prospects for stream driving, and much will depend upon the rains at the right time as to the quantity of logs that may be brought to market.

FREIGHTS.—We have now in port two ships of over 1,500 tons register each, loading for Liverpool, two loading for other ports in England, and three for Ireland. Freight rule very low; one of the above ships is chartered at 56-3 c.d. for Liverpool, and another at 57-6 c.d. for Bristol Channel.

STANBRIDGE, MISSISSQUOI.

THE FORESTS EXHAUSTED.—The lumbering business in this vicinity is fast dying out. I stood by its cradle and should not need to live long to be at its funeral. The extensive pine forests on the shores of Lake Champlain and its tributaries, together with those along the banks of the Yamaska River, disappeared with a rapidity that leaves us nothing but regret. The first and best of this timber went to Quebec for a very low price, the last and poorest to New York. Then began the slaughter of hemlock and spruce, which, I think, we realized more from, than we did from the good pine. Nearly all the lumber we make now is for home use, but fifty miles or so north and east of here, we are told, that along the lines of the new railroads, our "brethren" are doing a smashing business. I say "brethren," for all my working days were spent in this line either as a laborer or proprietor in a small way. From long association with this industry, I have a fellow-feeling for all who are engaged in it. We are not the men who get up "corners" in wheat, coal oil monopolies, nor are we money changers, making nothing for use or luxury, but for all we ask of the public we give a fair equivalent. Every blow the axe-man strikes means some good to mankind, and every plank from the hands of the sawyer, the same. The "shanty-man" prefers honest labor to loafing round all winter in idleness or something worse. These are the true ring in every man engaged in our business. The operator, or even his subordinate boss, if need should be, are fit for generals. The management of Starks of Bennington, and Brown of Lundy's Lane, are cases in point.

E. CHANDLE.

RUSSIA.

From recent reports from the interior of the country we gather that, in consequence of the unusual quantity of snow in the forests this winter, it is doubtful whether the entire quantity of timber contracted for by the lumbermen can be prepared. The cutting and sledging of the timber are carried on with great difficulty. The frost continues severe at Cronstadt. The ice is thick and the snow deep, and the opinion of a late opening continues to prevail. — *Timber Trades Journal*.

HAGSTAD'S PECTORAL BALM: a few doses relieves the most distressing cough, and a twenty-five cent bottle has cured many a sufferer from Asthma, Bronchitis, Croup, Influenza, Hoarseness and Soreness of the Chest. It is the grand specific for all throat and lung complaints leading to consumption.