



DEVOTED TO THE LUMBER AND TIMBER INTERESTS OF THE DOMINION.

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PETERBOROUGH, Ont., JUNE 2, 1894.

OWING to heavy snows on the Adirondaka last winter, and improvements made recently in the rapids of the upper Raquette, the drive down that stream to the mills at Potsdam, N.Y., and below is much earlier than usual. The mills are now busily sawing.

THE manufacture of spools for the great Williamamtic Thread Company, is of itself a great industry. The company has 125 men in the Maine woods getting out spool timber. An idea as to the immense number of spools required can be arrived at when it is known that 80,000 gross, or 11,620,000 spools were ordered by this one company for one month.

A saw mill set works, or improved head block for saw mills, has been patented by Mr. Robert R. Parson, of Jackson, Miss. The setting shaft is geared with a rack on the under side of the head block, the shaft having its bearing in the block, and there being a spring applied thereto and to the head block, with various special combinations and arrangements of parts.

In one of the largest saw mills in Memphis, Tenn., recently, a seventy two inch saw, while running at full speed on an eight-inch feed, struck a heavy iron dog. The effect, as described by a correspondent, was frightful. The large saw was broken to atoms, as was the thirty-inch top saw. Every pulley on the mandrel was broken. Such accidents will happen occasionally, but this class of accidents can only be avoided by constant careful attention.

THE Kingston News says that W. R. McRossie has returned from Calabogie, where he purchased between two and three hundred cars of square timber. It will be brought to Kingston over the K. & P., rafted and taken to Quebec. Hitherto timber from the district was sent to Quebec via Ottawa, and this purchase by Mr. McRossie will be the first that will come this way. A quantity of lumber will arrive from the Mattawa over the K. & P., and it will be the first consignment of the kind from that place also.

THE Brompton Lumber Company has purchased some 500 acres of timbered land near Leeds and Brompton, N. C. The greater part of the timber is lying on the ground, having been blown down by the recent cyclone. This fallen timber is estimated at some 20,000,000 feet.

At a meeting of the American Forestry Congress in Washington the other day, John S. Hick, of New York, urged the planting of trees by railroads and showed that it would require nearly one half a mile in width of growing timber beside each mile of railway to produce a sufficient number of ties for its use exclusive of the timber used in bridging and fencing. This is the age of railways, and if the people could appreciate the wholesale destruction of trees for railway purposes alone they would see the necessity for careful Government supervision of our forests and the general planting of trees by the people.

WALNUT LUMBER SITUATION.

The walnut trade in Boston for the past six months has been very dull and prices have ruled low. Boston is the second walnut consuming market in the country, New York being, perhaps, the first. In this city the main use for walnut is the manufacture of furniture. The furniture trade has been very dull during the past six months and the manufacturers have bought walnut only as they have needed it, then again, there has been a decided change towards cherry for furniture and this has lessened the demand for walnut somewhat also. The result has been, says the Boston Commercial Bulletin, that the large stock of walnut, mainly consigned, which was on the market in the fall, has been sold at prices lower than western, adding freight and purchasing cost. Sales of No. 1 and 2 walnut were made, two months ago at from \$75 to \$85, and lots running \$75 per cent No. 1, were sold at from \$80 to \$85. Dealers are now asking \$90 to \$95 for the same grade of lumber and are making a few sales at that price.

This advance has been due to the fact that the prices in this market were ruling below the western and southern markets and as the stocks here were gradually worked down it was found impossible to replace them at such low figures. The western and southern markets have ruled steadily at about \$75 for No. 1 to which added from \$12 to \$15 per thousand freight and this market at \$90 to \$95 per thousand is only a parity with them. The stocks here at present are light and the receipts are small. The spring demand for furniture has been very small and the furniture manufacturers have generally good stocks of furniture on hand and will not buy lumber. Trade being thus dull there is no inducement for the lumber dealers here to lay in any considerable stock of walnut. The mill men do not care to consign it here being afraid of the same result as in the fall and also as they are meeting with a better demand for it in New York, Philadelphia and Chicago.

The outlook for any substantial improvement for some time to come in the demand for walnut in this market is poor. Owing to the very bad weather and the lateness of spring, the furniture manufacturers have had but very little spring trade. They have generally large stocks which they will carry over into the fall and until these are disposed of they will buy sparingly of lumber. The stocks of lumber here being light, the course of prices depends to a great extent on the western and southern markets. Very little walnut comes from Indiana and Ohio, formerly the main sources of supply, as those districts are practically exhausted. Tennessee and Kentucky now furnish most of the walnut and some is received from Arkansas and Missouri. The lumber received from these States is not as good as that formerly obtained in Indiana and Ohio.

Prices in the west have ruled steady for the last six months. At present there is a disposition on the part of some dealers to advance them owing to the reported operations of an English syndicate who, it is said, have already purchased 5,000,000 feet of lumber and aim to control the walnut trade. They are operating, it is stated, from Nashville, Tennessee, through a lumber dealer and furniture manufacturer of New York city, named Hornerman, who has a branch at Nashville. Some dealers, however, express a

positive disbelief in any English syndicate, and think it a plan of several dealers who are heavily loaded to bull the market and get rid of their surplus. — *American Lumberman*.

FORESTRY EXHIBIT.

On a recent express train to Port Arthur was an extra baggage car containing one of the most interesting exhibits of the natural resources of the Northwest ever collected. The exhibit was destined for the World's Forestry Exposition which opens at Edinburgh, Scotland, on the 18th. of June. It comprised the following articles:

A portable house 12x15, furnished with the common furniture ordinarily used by the settler, also a rough stable roofed with slabs and a driving shed. A barb wire fence was also provided and the whole will be displayed in a similar manner to a prairie homestead. The furniture is of native manufacture and was supplied by Messrs. D. Scott & Co., the barb wire fence by Messrs. Mullholland & Bros. and the buildings were manufactured by the Northwest Lumber Co. from native timber.

The display of agricultural implements was prepared by Messrs. Harris Sons & Co., and consists of wagon, sleigh, plough, harrow, and mower, finished in extra style. A pump made by a Winnipeg firm from native wood and a collection of the ordinary tools used on a farm, such as wheelbarrows, bucksaws, etc., formed part of the exhibit.

The most interesting part of the exhibit is a collection of native woods, comprising thirty-seven varieties, the principal of which are spruce, tamarac, white pine, poplar, birch, Norway or red pine, balsam of gilead, balsam and elm, some of which were three feet in diameter and all sound. Samples of the some woods manufactured were sent.

The C. P. R. land department contributed a complete assortment of Rocky Mountain timber and also sent their usual exhibit.

The collection has been prepared by Mr. T. H. Carman, as managing director of the Northwest Lumber Co., under whose auspices it is being exhibited, and great credit is due to that gentleman, as the exhibit will have a strong effect to dispel the erroneous impression that has been spread abroad in the United Kingdom, that the Northwest is a treeless country. — *Winnipeg Times*.

WOODEN PIPES

Just now a good many lumbermen, for some unexplainable reason, are looking at wooden pump manufacture as a possibly profitable investment for their money and machinery, and the Lumberman has received several letter making inquiries in regard to it. It seems likely that the past two years have been so unsatisfactory to the hardwood manufacturers that they are looking around for some other line akin to their old business, and a number have it upon the pump log trade as offering inducements.

In conversation with the president of one of the largest wooden pump manufacturing companies in the country, the following facts were learned: The pump men generally bore their own logs, and prefer to do so unless they receive special inducements from parties on whose goods they can rely. Pumps are made of poplar, and the stock should be sawed in sizes from three end one-half inches square to eight inches square, and from 12 to 16 feet long. The stuff must be clear, containing no knots (except, perhaps, some small, a solidly sound ones) shakes, worm holes, nor sap that will not turn off. The logs, so called, should be sawed square and of uniform size from end to end. Parties sawing poplar for this trade should not saw very much of one size. The dimensions used are 3½, 4, 4½, 5, 6, 7, and 8 inches; of these, 4, 6 and 7 inches square can be called the standard sizes. So it will be seen that the manufacturer who should devote himself to sawing 3½-inch logs would have difficulty in disposing of his product. Prices for logs range about as quoted under our hardwood market report. The range at present can be put from \$24 to \$26 per thousand feet, board measure, with not much certainty, however, as to the exact figures.

A recent report from the president of the Wooden Pump Manufacturers' Association of

the United States, contains a table of production for ten years past. According to that table, the number of wooden pump manufacture annually in the United States varies from 100,000 to 200,000, the latter figure being reached in 1891. The amount of wood in a pump is, on an average, from 40 to 50 feet; so that we can estimate the amount of poplar going into consumption in this line, as from 8,000,000 to 10,000,000 feet per year. It will be seen that the field for operation in this direction is not a large one, and it is hinted that some companies who have invested in boring machinery are getting very sick of their undertaking.

There is one way, however, in which bored pump log manufacture might be made to pay, and that is to combine it with manufacture of wooden pipes for water mains. Probably but few not directly interested in such matters have any idea of how many towns and cities use wooden pumps in their water systems. In large cities its use has not proved profitable, but in places of 10,000 inhabitants, and under, and where no great increase is anticipated, wooden pipes can be laid to advantage; and scores of such towns are using them. Even in such a city as Grand Rapids, Mich., wooden pipes have given satisfaction. — *Northwestern Lumberman*.

AMERICAN FORESTRY CONGRESS.

The American Forestry Congress held its annual session at Washington, D. C., May 7 and 8. Papers were read by Messrs. F. T. Baker, of Topeka, Kan.; D. E. Fernaw, of New York, and N. H. Eggleston, of Washington, on "The value and management of Government timber lands." It was the general judgement, as elicited in discussion, that a distinction should be made between government timber and agricultural lands, and that the laws should be so amended as to secure this result more fully than now. Timber land should be withdrawn from settlement or public disposal. A paper was read by Mr. O. M. Read, of Hudson, Ohio, on the preservation of forests on the head waters of streams, which, the report said, was received with marked attention, and was warmly commended. Mr. John S. Hicks read a paper on the planting of trees by railroad companies, in which he estimated the cost of ties per mile of road to be \$924 every seven years, or a total per annum of \$14,916,000 for the 113,000 miles of railway in the United States. To supply the timber to make the ties it would require 12,672,000 acres of woodland kept in constant growth, or 113 3-10 acres per mile of single track road. This is exclusive of skidways. It would require a belt of growing timber one-half a mile wide along every road to supply the line with trees. All places owned by the railroad companies where trees could be grown should be planted, thus giving protection from wind storms and furnishing timber for ties. A committee reported favorable on experimental forestry schools sustained by government. President Loring delivered the closing address, urging action on the part of congress in the direction of preserving the forests. The next session will be held at Saratoga, probably in September.

Canadian Timber in British Markets.

LIVERPOOL, May 1.—The arrivals from British North America during the past month have been two vessels, 906 tons, against none during the corresponding month last year, and the aggregate tonnage from this date to all places in the years 1892-93, and 1894 has been 59,387, 45,016, 47,640 tons respectively. The import has been nominal, and the deliveries during the month have been generally satisfactory, prices, however, do not improve, and stocks are sufficiently large to meet ordinary requirements until spring shipments come forward, which is very desirable should be on a moderate scale until the tone the market has improved.

The deliveries of yellow pine timber has been double last year's during like month, but stocks are still heavy and price dull. Red pine, elm, and ash: sales have been nominal, and no change in value except as regards elm, which is dearer. Oak: there has been a large consumption, chiefly oak wagon scantling, and prices are a shade easier. Pine deals have moved off more freely; the better qualities maintain their value, but the stock consists almost entirely of thirds,