

CANADIAN WOOD EXHIBITS AT THE COLONIAL EXHIBITION.

The *Timber Trades Journal* of May 22nd says:—Prominent amongst the exhibits at South Kensington stands the timber produce of the various countries represented. Specimens of the forest growth of Canada, Australia, India, and the Cape are conspicuous in their natural state as well as sawn and polished, attracting the attention even of those who, from the want of a more intimate knowledge, are unable to appreciate the important part they play in the world's history. We have heard visitors express their admiration of the beautifully polished surface of the fine log of Jarrah timber which adorns the Australian Court, and certainly they had reason, for a more splendid specimen of that durable tree could not have well be selected, and the way it has been prepared for display does credit to those who had the work to do.

It is not our purpose to discourse of the various woods in the order that they meet the eye of the visitor as he makes the range of the exhibition, but to take them rather one in each department, in the order of their utility, writing of those first which are in most common use. In this way our task will first embrace the woods from Canada, of which the different varieties, characteristic of the country are artistically grouped in convenient places for inspection. It is the vulgar idea that the wooded portions of Canada form enormous tracts of dark, gloomy-looking forests of pine, their sombre appearance unrelieved by any variety of tint. There never was a greater mistake made. The forests of Canada, on the contrary, are picturesque and pleasing to the eye, and in the season when the leaves begin to change the tints present many different shades and colours, lending to the wood an enchanting aspect, the same as a forest here would appear in Autumn, somewhat enhanced by the majestic proportions of the trees in the Dominion.

As with us here, the pine tracts are peculiar to themselves, and whole sections of this useful tree and its near relation, the spruce, cover the hillside in dark belts, contrasting with the other varieties, forming a background which adds to the beauty of the Canadian scenery. The enormous size and straightness of the pine trees, of which these boundless fir forests are composed, we have very little experience of here. Trees of immense girth we undoubtedly possess, and our ancient oak and elms afford us specimens that often attain considerable altitude; but the huge stem of a Canadian pine of equal circumference, 80 or 90 feet, without a leaf or branch, its lofty top crowned with the long and drooping fronds of needle-shaped leaves, is a sight seldom to be met with in the forests of the mother country.

There is not, of course, the same undergrowth in the timbered portion of the northern countries as there is in milder climes, but with this exception the difference in the appearance of the woods is not so marked. The forests of Canada are composed of pine, spruce, Scotch or Norway fir, oak, ash, elm, maple, birch, beech, larch, cherry, walnut and other woods, and hardly a tree which we have named which does not come to our shores, though they do not always figure in the public sales.

Our readers are sufficiently acquainted with the merits of the white pine, or, as it is called over here, yellow pine, to need any description from us, but the various specimens supplied by Messrs. Burstall & Co. show of what a high finish it is capable in conjunction with its other preferential claims as an indispensable building material.

The chief of the timber districts, or, as they are termed "limits," of the Dominion, extend from the mountain shores of British Columbia, washed by the Pacific, containing immense forests, yielding some of the finest timber in the world, that are yet practically untouched, to the Province of Ontario, the shores of Lake Huron and Superior, the Georgian Bay country, embracing the Nipissing and Muskoka rivers to the district drained by the Ottawa, St. Maurice, and Saguenay, to the Bersimis (both noted pine regions), and further on to St. John and the lower ports, where the mighty river empties itself into the Atlantic.

From this vast territory, thickly wooded with

every species of timber, there is little fear of our supplies running short.

The inroads which have already been made are undoubtedly sufficiently extensive to cause apprehension of a failure in the cut of pine, but the question of forest exhaustion is still too remote to be seriously discussed at present. Many of the forests in the lake districts, Ontario and other Provinces, are yet hardly touched, the land not being so suitable for agriculture, and from these regions sufficient pine will be drawn to make up for any deficiency that may be apprehended from the destruction of the older timber limits for many years to come. The importance of the forest supply of Canada to us here can hardly be estimated. Our annual consumption of pine and spruce is something marvellous, and it would be little short of a calamity if any failure took place in the forest resources of the Dominion.

We hear a good deal of the increasing scarcity of white pine, a tree which is said to be so valuable that it would be difficult to find a substitute for it were Canadian forests to become exhausted. But this can hardly ever happen, if ordinary care is exercised to prevent destructive fires, as it will grow and flourish on the poorest soils, and is a rapid grower. Mr. Small, in his account of Canadian forests, says that "intelligent lumberers consider that a white pine forest renews itself every twenty years." This must be an important consideration in estimating the forest wealth of Canada.

It seems that the wanton destruction of the forests in the Province of Quebec was complained of by the French Governors of Canada as far back as 1696, that is 190 years ago, but the record says that nothing was done by them to check it, and little has been done since. Is it not clear that nature has not again and again made good the ravages of man, and that still more pitiless enemy, the devouring element of fire, during the ages that have since intervened, and that she is still able to set the destroyers of her forests at defiance?

In addition to the thousand and one industries that cannot be carried on so well without the assistance of soft convertible timber, we have railroads and railways, which in the shape of sleepers, ties, platforms, stations, carriages, waggons, &c., add largely to the consumption of the forest produce.

The woods of British Columbia at the exhibition are particularly noticeable, a large ornamental erection of pine from that country, supplied by the Hastings Saw-Mill Company, Burrard's Inlet, being the first object that meets the gaze on entering the Canadian Court.

The woods from St. John were in a prominent position, a panel of each kind being scientifically arranged, the polished surface adorned with a neatly executed painting of the leaf.

We inspected the different specimens from New Brunswick, which include beech, ash, maple, birch, white and black hemlock, white pine, red pine, balsam fir, as well as black and white spruce. Amongst the woods not generally shipped to this country, but many of which, we think, could be used here with advantage, are the cherry, plum, bilbury, poplar, alder, hornbeam, butternut and willow, lime and basswood. Poplar is largely used in the States for a variety of purposes, and cherry is also in demand.

Ottawa, in addition to pine, is represented by neatly arranged specimens of sugar maple, red oak, figured beech, and from Burrard's Inlet, in addition to the pine specimens already mentioned, are some well-prepared blocks of red cedar and Oregon pine.

The specimens outside the court are sections of canoe, birch, tamarac, Ottawa best pine, Norway pine and red pine from Ontario, used as mining timber, the collection being sent by Mr. T. A. Koefler, of Port Arthur. There are several pieces of tamarac, black larch, aspen, poplar of very fine and smooth grain, another variety being the jack, or scrub pine. The suitability of many of these woods for use here depends on the cost. The home-grown woods, of which these would have to take the place, are plentiful, and, unless something were gained in size or price, their introduction would not be rewarded with success. A considerable

objection to the softer kinds, such as poplar, tamarac, hachmatac, &c., is that they will not take the plane like the pine or deal, and in that respect present a marked contrast to the non-resinous woods of the north of Europe, all of which smooth up equally to the red or yellow descriptions.

Hamatac ranks with our larch or juniper, and is the most durable of all the pine tribe. For shipbuilding purposes it is considered in the United States more durable even than oak, and it is well known and appreciated at Lloyd's in their classification of ships.

It is not to be expected that, within the limits of a single notice we can describe, even superficially, the various objects of interest in the wood department alone; and we have already occupied as much space as can be conveniently appropriated to the subject this week. What, therefore, has further to be said of this wonderful collection must be deferred to another number.

MICHIGAN HARDWOODS.

It is a very common thing to find in the columns of the contemporary press, says the *Michigan Tradesman*, exhaustive articles deprecating the rapid destruction of the pine timber in Northern Michigan, accompanied by startling statistics, showing that, at the present rate of denudation, the supply of pine will be practically exhausted in a few years. While in many instances these statistics and conclusions are very wide of the mark, there is pith in the main idea underlying them, and ample material for reflection. But the apostles of forestry in their eagerness to inveigh against the wholesale conversion of pine forests in lumber, too often overlook a species of waste which is infinitely more mischievous than the operations of the pine industry, viz., the waste of hardwoods by the logging operations of settlers. If this destruction were confined to legitimate lumbering processes the case would at least have mitigating features. But in many instances the waste is purely wanton; and wanton waste is under all circumstances to be deplored. The soil which grows hardwood timber is well known to be richer, and more perfectly suited for agricultural purposes, than that on which pine is commonly found. For this reason the hardwood lands suffer most severely from the hands of the settler. The fact that the ultimate value of Michigan hardwoods is but imperfectly and not generally understood, also favors the destruction. The average settler knows that the immediate revenue to be derived from his hardwood lands will be greater if he brings them under cultivation than if he leaves the forests inviolate; hence, he proceeds to get rid of the timber as quickly as possible, by gathering into log-heap and reducing it to ashes.

The exigencies of agriculture, of course, are not to be ignored. It is absolutely necessary that a certain proportion of the land should be cleared and placed under cultivation. But American farmers too often labor under the mistake that the measure of successful husbandry is in the area of land under tillage. Many of them have yet to learn that a small farm, well cultivated, may be made more profitable than a large farm carelessly cultivated; and that it would be true economy to clear a much smaller proportion of their hardwood lands than is customary, leaving the timber on the remainder to increase in value, as it will inevitably do in the near future.

Northern Michigan possesses magnificent possibilities (which can be realized if she husband her resources) for the manufacture of hardwood products. Situated in the central portion of the vast Northwest, between two great inland seas, which afford easy and cheap transportation to the markets both of the East and West, her facilities for the profitable disposal of her wares are all that can be desired. Her forests abound in an excellent variety of woods suitable for manufacture, and her numerous streams flowing through the heart of the hardwood regions, afford cheap and abundant power for manufacturing purposes. In short, the natural advantages of Northern Michigan for wood manufacture are unsurpassed, and only await the enlistment of extensive capital and enterprise to raise them to an important

position. Already the good work has begun, Handlo factories, bowl mills, spoke and hub factories, basket factories, etc., have been established at various points with favorable results. But the development of these industries is yet in an incipient stage. For the full realization of the manufacturing possibilities of Northern Michigan, we must look to the future. A large proportion of the smaller class of articles manufactured from hardwoods, now comes from Maine and other New England states. There is no good reason why the markets of the West and Northwest should not be supplied from the vast reserve of raw materials lying at their thresholds; and they certainly will be so supplied in the not distant future, if the settlers of Northern Michigan do not, in the meantime, render such a result impracticable, by the wanton destruction of the vast forest wealth which are indispensable to the establishment of an extensive manufacturing system in the line of hardwood products.

A LOG CARRIER.

There is being built and nearing completion at the shipyard of Capt. James Davidson, of West Bay City, a vessel which is a novelty in more ways than one.

In the first place she is the first vessel ever constructed specially for the purpose for which she is intended,—transporting saw logs from the place where they are harvested or put into the water to the mill which is to convert them into lumber, and in this respect she is an experiment, although the projectors and owners have the utmost confidence in the enterprise.

In the next place she is a novelty as well as a wonder from the fact that she will be the largest vessel which has ever been put afloat on the great inland seas on this continent. Her capacity is 3,500 tons and she will carry 700,000 feet of saw logs, or 2,500,000 feet of manufactured lumber, sufficient to load an ordinary tow of vessels plying between the Saginaw river and the distributing centres; or in other words, she will carry as much lumber as six ordinary lumber barges. She is 175 feet long, 51 feet beam and 12 feet depth of hold. The reason for her comparative slight depth of hold is the fact that no logs are to be put below the deck for transportation, but they will be loaded entirely on deck. She has on board machinery, and all the appliances for loading the logs expeditiously; and hence can be loaded and unloaded in an incredible short space of time. She is a veritable floating monster or will be when she is launched next week. She has five centre gunwales, from bottom to deck, all edge-bolted, the same as a centre board box and diagonally braced on each side of gunwale and fore-locked on gunwale. The name of this laviathan of the lakes is to be the Wahnapetac, which is the name of the river in the Georgian Bay country from whence she is to transport logs to West Bay City and Tawas. Her cost is \$35,000, and she belongs to Emery Bros., who own pine in the Georgian Bay country and projected the enterprise.

There is also being built at the same yard, and nearly completed, and which will be launched about the same, a large lake tug, to tow the above vessel. She is a beauty, and will cost \$17,000. She is to be called the Temple Emory, after one of her owners.—*Lumberman's Gazette*.

Minnesota Lumber Trade.

A dispatch from Minneapolis, May 20th, says:—The receipts of lumber in Minneapolis the last week amount to 132 cars and in St. Paul 365 cars. The shipments from Minneapolis reached 233 cars and from St. Paul 229, substantially the amount received and shipped last year. The farmers in the northwest, now that their seeding is done, are preparing to make such improvements in the building line as their funds will permit. The bulk of the trade, however, continues to be from the cities. The local trade is exceedingly good in both St. Paul and Minneapolis. None of the Mississippi mills at St. Paul, Minneapolis and above have yet started, though all the drives are coming on well except the main river drive, which is coming slowly. The Minneapolis mills will probably start about the first of June, though there are but few logs yet in the boom.