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INTERNATIONAL FORESTRY EXHIBITION, EDINBURGH.

The date for the opening of this exhibition (July 1st), to which we have on several previous occasions called the attention of our readers, is now rapidly approaching, and we are very pleased to announce that there is every prospect of its being a most interesting and representative "show." From all parts of the world the committee continue to receive applications for space, and so great has been the demand that it has been decided to erect additional buildings. Norway, Sweden, Russia, Canada, and all the great timber-producing countries will send specimens of their forest treasures, and as to the private exhibitors, who number over 500, the variety of their exhibits, to judge from a preliminary list of exhibitors which we have seen, is astounding, and the only wonder is that the idea of a "Forestry" exhibition should have been allowed to lie dormant so long.

To the timber trade this exhibition cannot fail to be a special attraction, and the great variety of hardwoods and furniture which will be exhibited will in all probability lead to the introduction, for commercial purposes, of many woods which, although well adapted for use in different branches of trade are yet unknown in this country. The forest resources of Japan, Siam, for example, have, with the exception of some few cargoes of teak from Bangkok, not yet found their way to any extent into this market, and yet, we understand, the exhibits from these countries will include specimens of several woods which are in every way fitted to take their place alongside mahogany, black walnut, and other favorite cabinet woods.

The machinery for the working and conversion of wood should also prove a very attractive feature in this exhibition, and the names of Messrs. McDowall & Co., of Johnston, N. B., and other eminent makers seem to guarantee a goodly show in this class. It would be very interesting if some foreign nation were to show us the machines in use for the various converting operations in their respective countries; the tools used in the manufacture of those wonderful and intricate wood carvings from the East, which are so much admired, would, for example, prove very interesting.

A glance at the list of exhibits shows us such a rich treat that, if we once begin to tell our readers what they will find here, we shall hardly know where to stop, besides in some measure anticipating the pleasure which they will derive from a visit to Edinburgh next month; so we must content ourselves with a brief reference to what strikes us as a particularly interesting feature, and that is a contribution from Manitoba and the Canadian North-West, which has just been shipped from Montreal by the steamer Waldensian for Glasgow,

This exhibit, which is made by the Canadian Pacific Railway Company, through their representative in London, Mr. Alexander Bugg, will consist of a homestead farm as it exists in the Canadian North-West. On space reserved for the purpose in the ground of the exhibition will be erected a portable house, such as are in general use in the Canadian North-West, amply supplied with furniture, household and general farming utensils as used by settlers, and manufactured from Canadian woods, the current price of each article being marked as a guide to intending emigrants. A roof stable, roofed with slabs, a driving shed, and all the accompaniments of a homestead farm, will be included; among these are the agricultural implements in general use in the North-West, of which wood is a principal component part; wagons, sleighs, and one of those remarkable and almost extinct means of conveyance, a Red River cart, capable of carrying as much as twelve hundred pounds for hundreds of miles, though in its manufacture not a particle of iron is used. A pump made from native wood will also be shown. Perhaps, however, the most interesting part of the exhibit will be a collection of the native woods of the North-West, comprising some thirty-seven varieties, in addition to a complete assortment of Rocky Mountain timber, and numerous other articles. The exhibit will be arranged as though the farm were in actual use, and, seeing the importance attaching to the emigration movement, it will no doubt prove a notable attraction of the exhibition.

We are pleased to observe that the executive, wisely following the plan so successfully adopted by the management of the South Kensington Exhibition, have taken every means to make the exhibition thoroughly popular and attractive, and the question of evening illumination of the grounds and other attractions have engaged their attention, and with these and electric lighting, which will be displayed in the grounds as well as in the building, the exhibition is sure to be a favorite resort for the visitors and tourists from all parts of the world as they pass through Edinburgh during the summer season. The committee have also arranged with Mr. Pain, the well-known pyrotechnist, for an illumination of the exhibition grounds on the evening of Tuesday, 8th July, and this, it is expected, will be the first of a series of illuminations.—*Timber Trades Journal.*

NEW LUMBER RAILROAD.

The Williamsport (Pa.) *Gazette*, of a late date, had the following concerning a new railroad outlet for mills in the vicinity of Lock Haven: "Last week engineers surveyed a route from Kistler's tannery, Lock Haven, to connect with the Beech Creek road either at Mill Hall or about Flemington. The leading spirit in the movement is W. W. Morrison. A new company

is being organized, of which Samuel Crist will be president. The object of this company will be to reach with the branch roads the saw mills, tanneries and other manufactories south of the Pennsylvania & Erie road. If built, it will be by Lock Haven capital and controlled by Lock Haven people. As it is not unlikely that proper traffic arrangements can be made with the Beech Creek, the Pine Creek and Reading railroad companies, this little road ought to pay the subscribers handsomely, and it ought in a few years to double the business of Lock Haven. The survey for the road is being made by Mr. Jackman, nephew of Mr. Morrison."

COLONIAL SAW MILLS.

In Edward Eggleston's able article, *Commerce in the Colonies*, published in the *June Century*, he has the following about early saw mills: "In all of the colonies there was a trade more or less considerable in timber, which was the quickest and easiest return to be had by a ship bearing emigrants and supplies. But human hands are few in a new country, and the process of getting out boards and joists, by one man in a pit and another above to pull and push the saw, was tedious, and its expensiveness often counterbalanced the cheapness of the raw material. Two men could saw but about 100 feet in a day after the timber had been squared for them, and a single plank sometimes sold for more than a day's wages. Rude planks were sometimes made by splitting them out, and the first houses were often inclosed with these set upright like palisades against a frame, or with large shingles called "clapboards," rived with a froe. The abundance of timber and the scarcity of timber early suggested the profit there would be in erecting saw mills. One was sent to Virginia in 1620, long before England had such machines; but the mill and the men who ran it probably perished together in Opechancanough's massacre in 1622. Another was built in Virginia in 1652, at a cost of 48 beaver skins. The Dutch built many mills along the Hudson to run by wind or water, and at an early day great quantities of boards were exported. By 1701 there were 40 saw mills in New York, one of them running 12 saws. Planks were often sawn 18 feet long and three feet wide without showing a knot. The New Hampshire settlements were at first almost entirely composed of timber cutters, and here there was a saw mill as early as 1635. About this time Massachusetts also set up one of these devices, which were new to Englishmen, but 1,200 years old in Germany. Lumbermen also thronged the harbors of Maine, and at a later period New England abounded in cheap saw mills built upon small brooks. An important branch of the trade on the northern coast was the supplying of the royal navy with yards and bowsprits. White pine trees over two feet in

diameter were reserved for the navy, to be used for masts, which were at that time made of one piece. Nothing more exciting was ever seen in the lumber woods than the dragging to the water side of one of these great pines, which might reach 120 feet in length. It was drawn over the snow by 70 or 80 yoke of oxen; and since it was difficult to start so many beasts at once, the immense train was never allowed to stop, however long and hard the road. If an ox became exhausted, he was cut out of the yoke, without a moment's pause. Ships of peculiar construction, and about 400 tons burthen, were employed to carry these masts, and were able to take about 50 at a time, with yards and bowsprits."

A New Field to Conquer.

N. Slaght & C., of Greenville, Mich., who have 13,000 acres of fine timber land on the headwaters of Pine river, in Lapeer County, have concluded to begin operations this season, with a view to getting the product on the market early next spring, and have accordingly contracted with Wm. F. Stuart, of Sand Lake, to remove his shingle mill from that place to a point eight miles west of Tustin, which work has already been begun. Mr. Stuart will also erect another shingle mill in the fall, and two more in the spring, each mill to have a capacity of 45,000 per day. A saw mill will be in operation by winter, and will have a daily capacity of 40,000 feet. The firm estimate that the tract contains 160,000,000 of shingle timber, three-fourths of which will run to staves. The hemlock and hardwood timber bordering the stream is estimated at 50,000,000 feet. The product of both mills will be piled until spring, when the firm propose to put in an eight mile spur track, narrow gauge, striking the Grand Rapids & Indiana railroad about midway between Tustin and Hobart. It will take from five to eight years to cut all the timber on the tract.—*Northwestern Lumberman.*

The oak tanbark industry of the mountain region of Tennessee is becoming important. Fully 1,500 men are employed in the occupation of getting bark along the Cumberland & Ohio railroad. A man who could not sell his land at \$3 an acre, has bark enough off it to amount to \$50 an acre. The season for cutting the bark begins in April and lasts five weeks.

Ludington Appeal. The Ludington Shingle Company's mill, employing 35 men and boys, has shut down indefinitely, owing to the low prices that shingles are bringing. The Lyon shingle mill is only running to half its capacity, and when Butters & Peters start up it will be to run only one side. There is talk of all or nearly all the shingle mills on the shore shutting down, but it is likely to end in talk, nothing more.