

IMPORTS AND EXPORTS OF WOOD.

We have received, from the secretary of the treasury, a summary statement of the imports and exports, to and from the United States, for the year 1880, from which some general facts regarding the trade with foreign countries may be obtained. The value of imports of merchandise for the year, free of duty, amounted to \$206,583,347, of which the item of unmanufactured wood is stated at a valuation of \$3,229,333, an increase in this class of imports of \$943,518 over those of 1879. Of dutiable goods, the total imports of the year amounted to a valuation of \$190,222,522, an increase over 1879 of \$151,362,883. Of this amount, the following table exhibits the value of wood products on which duties were collected.

Articles.	1880.	1879.
Furniture and manufactures of wood.....	\$1,325,397	\$1,010,162
Boards, plank, joist, etc.....	6,251,335	3,830,535
Shingles.....	153,435	93,303
Timber, sawed or hewed.....	14,435	3,043
Other timber.....	457,050	208,867
Total, dutiable timber imp'ts.....	8,207,602	5,151,910
" non dutiable.....	3,229,333	2,257,815
Grand total.....	\$11,436,935	\$7,409,725

From the above table it appears that imports of the products of the forest increased in 1880, over the preceding year, to the extent of \$3,999,210, or but a fraction less than 54 per cent. But while importing to the extent of \$11,436,935, the exports of wood and its manufactures for the year amounted to \$17,333,844, against \$15,240,743 in 1879, or less than 14 per cent. increase. The following is a detailed statement of the exports included in these figures:

Articles.	1880.	1879.
Boards, planks, joist, etc.....	\$4,300,429	\$4,042,444
Lath, palings, pickets, etc.....	12,363	13,048
Shingles.....	180,170	163,012
Box-shooks.....	193,805	127,562
Other shooks, staves and headings.....	3,490,523	3,565,935
Hogsheds and barrels, empty.....	263,435	257,845
All other lumber.....	1,053,370	643,330
Firewood.....	11,462	9,810
Telegraph and other poles.....	208,060	442,128
Logs, masts and other whole timber.....	671,048	637,179
Timber, sawed and hewed.....	2,592,077	1,742,622
All other timber.....	123,040	97,337
Household furniture.....	1,872,589	1,604,279
Woodenware.....	312,447	298,430
Other manufactures of wood.....	1,944,274	1,590,070
Total.....	\$17,333,844	\$15,240,743

The above includes only the exports of domestic wood products, and to this should be added the exports of foreign goods, imported and again exported, which were as follows. Duty was paid on everything except unmanufactured wood:

Articles.	1880.	1879.
Wood, unmanufactured, free of duty.....	\$ 79,420	\$ 69,610
Furniture and manufactures of wood.....	65,853	52,430
Boards, plank, joist, etc.....	450,185	351,907
Shingles.....	3,438	1,008
Other lumber.....	5,270	513
Total of both classes.....	604,196	466,458
Exports of domestic goods.....	17,333,844	15,240,743
Grand total.....	\$17,938,040	\$15,707,201

At the end of the year, there remained in bond, manufactures of wood, boards, plank, joist, scantling, shingles, timber and other lumber, of the value of \$239,752, against a valuation of \$219,823 at the close of 1879. The lumber represented in the values given above, in the tables of domestic woods exported, comprising the items of boards, clapboards, plank, joist, scantling and deals, amounts to 279,931,000 feet; lath, palings, broom handles, curtain sticks and bed slats, 4,265,000 feet; shingles, 60,680,000; for box and other shooks, no details are given, sawed and hewed timber figures at 18,425,438 cubic feet, equal to 221,105,256 feet board measure, hogsheds and empty barrels are stated at 151,337, and firewood at 4,323 cords. The aggregate of the above items of lumber, timber, lath, etc., is 505,301,256 feet board measure, and adding to this the re-exports of foreign manufacture stated at 46,494,000 feet, we arrive at a grand total of exports for the year, of 551,795,256 feet, although 100,000,000 feet more would not exaggerate the extent of the articles of which the quantities are not enumerated.—*North western Lumberman.*

As English company offers to invest £220,000 in the Jarrah timber business if the South Australian Government will grant reasonable concessions. It is not probable that any definite answer will be given until after the next meeting of the Legislature.

HOW TO DESTROY THE BORER.

James W. Robinson, Esq., of Fremont, Ill., an ex president of the Illinois State Horticultural Society, gives the following mode of dealing with that destructive insect, the tree borer.

"The eggs are deposited in the bark of the tree, the beetle puncturing or splitting the bark of the tree upward or downward and a little sideways, the puncture looking very much as if made with an ordinary pocket knife. The eggs are usually injected into this puncture so deep as to be out of sight, but not always. On young and thin barked trees the eggs will be pushed in next to the wood; but in older and thicker barked trees they will only be through the hard outer bark and inner soft bark. As soon as the eggs begin to hatch, which is in a few days after being deposited, its enlargement causes the puncture to open, and thereby it is much easier detected. The young borer hatches out in the inner side of the egg, and eats but a circular piece the size of a half dime; and then starts off, boring upward at first, but sometimes sideways or downward. At this stage of development it is easy to detect the young depredator by a few drops of di-colored juice of the tree exuding from the puncture and sticking on the bark. The larva usually bore down below the ground surface in the winter, and up again in summer, living in the larva state in the tree nearly two years; then boring out in the form of the beetle, ready to repeat their round again. The remedy I have successfully used is to keep the ground around the trunk of the trees clean and mellow, so that there will be no cracks or openings there for beetles to get in to lay their eggs in the tree, and so that the puncture where the eggs are laid or young beetles may be easily seen, and eggs or insects destroyed, which can be done while in the egg by merely pressing firmly on the puncture with a knife-blade (the cracking of the eggs can be heard distinctly), and, if hatched, by cutting away the dead bark over the cavity first eaten out and killing the young worm. The borers do not get into the wood much the first year and can be easily followed by a knife; but, if not taken out soon after hatching, they seriously injure, if not entirely kill the tree, especially when they run around just under the bark, as they sometimes do. Or, when several borers are in a small tree, they so injure it that it breaks over with the wind. If the ground is well cleared and patted down smooth around the tree about the last of June, the destroying of the eggs and young borers will be more certain. The trees should be examined twice or perhaps three times a year, if the borers are very numerous, in order that the first hatched may be killed before they do serious injury to the trees. August, September, and October are the months in which to destroy them. They seem to infest certain parts of the orchard from year to year, while others are comparatively exempt. Low grounds have been more infested with me than higher parts of the orchard. A man can usually examine and kill all eggs and borers in five hundred or more trees per day, if the ground has been properly prepared, and no work in any orchard has been so absolutely necessary." *Ohio Farmer.*

A Store of Useful Information

Messrs. Toker & Co., of the Peterborough Review, have assumed the publication of THE CANADA LUMBERMAN. It is a sixteen page quarto, well and neatly printed, and will be devoted to the interest of the great lumbering industry of our country. The LUMBERMAN will advocate the establishment of a Bureau of Woods and Forests in connection with the Provincial Government. There is a store of useful and interesting matter in the first copy issued by Messrs. Toker & Co., and, judging from the success which has attended other publications with which these gentlemen have to do, we may safely predict success to the LUMBERMAN.—*Brampton Conserver.*

The weather this month has been unfavorable for trade about Philadelphia, Pa., but there has been an activity of sales and inquiries very gratifying under the circumstances. All agree in predicting plenty of business in the near future for both city and country dealers. Prices are well maintained, and we do not think there will be any changes unless on seasoned lumber.

OUR TIMBER SUPPLY.

The *Montreal Times* says: The question of the extent of the timber supply is relatively a more important one for Canada than for the States. What our remaining supply is, the means of estimating are much less accurate, and it would be well if in connection with the census of this year, special preparation had been made for getting reliable information on the subject. Alarmist stories are started, from time to time, that our timber supply is getting low; bush fires doing more to denude our forests than the axe of the lumberman. One writer tells us with horror that in removing the forests which protect us from the bleak winds of the Arctic Ocean, we are in danger of letting in eternal winter upon us. Precisely where fact ends and imagination begins, there is no means of knowing. It is, however, about time that an effort should be made to find out the truth. But this is not sufficient. It is essential that every available means be used to put a stop to wanton waste by means of fire. A beginning has been made by the Ontario Government, but the effort is merely tentative and the extent of the means made use of is already known to be insufficient. The forest literature of European countries, respecting which but very little is known here, would furnish many useful hints as to the best means of forest preservation. The subject deserves at the hands of the local governments which are largely interested, more special attention than it has hitherto received.

SHIPPING NOTES.

FREIGHT RATES—INSURANCE—SAILORES' WAGES—NOTES FROM VARIOUS PORTS.

There is no movement yet among vessel men in Toronto harbor in the way of making engagements. It is a certainty that shippers have offered \$1.25 per 1,000 on lumber from here to Oswego, but we have not heard of any vessel men having accepted a charter at that rate. On the contrary, they are asking 1.50. Both parties are lying off easily so far, as there is no hurry yet for two weeks or more. About grain rates there is an uncertainty. Shippers say they have been figuring and find that railway rates will leave them about even if they should pay the vessels 2c. from here to Kingston. This will be no better than the rate last year. Nothing can be done with vessel men on such a basis as that with lumber offering at \$1.25. Rates on Lake Michigan ports have not been settled exactly, but charters have been made which will give some idea of what may yet be. A prominent shipper in Chicago has determined not to pay more than 6c. on corn to Buffalo, but some agents say they will get 7c., and some vessel men are holding off for 8c. One schooner has been chartered at Milwaukee with corn to Buffalo at 7c., and another with wheat at 8c. Grain rates from Lake Michigan are expected to be higher than they were last year, but that circumstance will scarcely affect the rates out of Toronto harbor.

INSURANCE.

There is nothing doing of any consequence up to the present. The underwriters will not get fairly into business till the new book is out, or before April. All opinions point to the probability that rates will be higher this spring, at least that they will open higher. Negotiations are said to have brought out the views that premiums may be in cases one half to one per cent. higher than they were last year at the opening of navigation. There is no certainty that rates will be sustained at a higher figure, for it is pretty certain that insurance companies will be found outside of any pool combination who will offer better terms.

SAILORES' TALK.

There are no sailors in yet, but vessel captains are gathering round their usual places of rendezvous and exchanging views. These views cover the range of subjects that come up at this season. When the harbor will be open, whether they shall all stand out for "better terms" from shippers; what sailors' wages will be; and a strong current of yarns about how they did in wild encounters with ice of fabulous thickness in many past spring tides. It is pretty safe to say that the ice in Toronto harbor will not be out of the way much before the first of April, and it will not cause any repining among vessel men if it should be so. The captains all feel

pretty sure about getting good paying rates on lumber, and there are said to be plenty of freights just as soon as the vessels can move, so the vessel men are waiting their time with patient assurance. The rating of their vessels in the underwriters' book for 1881 will be looked for with interest by many who do not feel quite sure about the inspector's report. There is not much said yet about the sailors' wages, and it is not yet hinted what the demand will be. There was a good deal of grumbling last year about the rate paid to men before the mast, which was as much towards the close of the season as what was paid to the masters of vessels.

CANADIAN VESSELS AND AMERICAN FREIGHTS.

The *Chicago Tribune* has some observations on the operation of Clause 30 in the Washington Treaty relating to the carrying of American freights in Canadian bottoms. After reciting the regulation that Canadian vessels may carry freight from one American port destined to another American port, provided that a portion of such transit is overland in Canada and in bond, similar regulations being applicable to American vessels with British freights, the *Tribune* says that this agreement is fair enough, but the Canadian vessels get a large advantage from its operation, and gives the following figures in demonstration, showing the shipments in transit through Canada to American ports:

Articles.	Colting.	God.	Port Col.	Sar.
Wheat, bush.....	75,485	288,553	200,017	253,669
Corn, bush.....	1,722,064	288,553	200,017	253,669
Flour, brls.....	4,562	.....	.....	.....
Commeal, brls.....	3,100	.....	.....	.....
Oatmeal, brls.....	385	.....	.....	.....
Grass seed, bags.....	6,210	.....	.....	.....
Flax seed, bags.....	847	.....	.....	.....
Pork, brls.....	740	.....	.....	.....

Of this quantity American vessels carried 581,898 bushels of corn and 28,285 bushels of wheat, the Canadian vessels getting the other share. So Canadian vessels get over three-fourths of the entire eastern bound freight, which passes overland in Canada during its transit.—*Globe.*

The new lock and canal at the Sault Ste. Marie will be ready for use about July 1, 1881, with a depth of water at the present stage of sixteen feet. The river has been dredged to sixteen feet for forty miles southward from its head. Now that the final appropriation—\$150,000—for the completion of these improvements has been made by Congress, our shipping will have the use of the increased depth of water—sixteen feet—throughout the entire channel between Lake Superior and Lake Huron, in 1881, excepting at two points—Lake George and the East Neebish rapids. The work in Lake George is under contract for completion in 1882. The improvement of the channel at the East Neebish rapids has been in the hands of the Government of the Dominion of Canada.

STEAMBOAT masters, mates, and engineers in the United States pay \$10 every spring for their certificates. There is a sum of \$400,000 to the credit of the Steamboat Inspection Service now, but fees are kept up.

The schooner *Wanderer*, lying at Toronto, has been sold to Captain John Spence, of Saugeen, for \$3,000. She will go into small timber trade on Lake Huron.

British Timber Trade

Concerning the spring trade indications, the *London Times* says:

With regard to the timber trade, which has been a principal sufferer, it is not that we have had an unusually long winter on the contrary, what very fine weather in December but when winter really did come in January, it came so much in earnest that for nearly a whole fortnight it almost entirely shut up the timber trade and brought it to a standstill, from which it only rallied at intervals till last week, when it seemed to resume its normal course and return to its ancient habits. This interruption to the trade was not limited to an locality, it pervaded the whole kingdom, but it was chiefly exceptional in the south, where we are unused to such heavy snowfalls and to such late frosts as we had to contend with during all the latter part of January, and the timber trade suffered in proportion, so much that our reports from the province were all of one kind for awhile. The state of trade was everywhere torpid, and was easily roused up as no trade at all anywhere.