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It is said that a firm dealing in walnut lumber at Jacksonville, Ill., recently secured a stump near Wayland, Mo., that weighed 3,636 pounds for which they were offered 11 cents a pound, or \$333.96, but the firm was holding it for 15 cents a pound.

THE Portland Fiber Ware Company, of Brunswick, Mo., has formulated a varnish most valuable for use on woodenware. One of the important accomplishments promised is to make shingles practically indestructible by coating with this varnish, and a variety of articles will be rendered durable and serviceable by that means.

A CORRESPONDENT writes to the *Timber Trades Journal*:—There have been few, if any, really good years since 1873, and our Swedish friends were actually obtaining last spring better prices than they did in January, 1873. The question is, Can this last? I think not. General trade here is far from satisfactory. No doubt the volume of business is large, but the results are in too many instances very small. On the other hand, immense profits have of late years been made in the trade in Sweden. The result is a large increase of saw mills and speculations in wood. These, combined with the recent development of railways, so often referred to in your *Journal*, point to an increase in the supply. Under these circumstances prices should reach a lower level, and in my opinion will. If they do so it will eventually be better for all concerned.

CYPRESS WOOD AND LUMBER.

The products of the immense cypress forests of the south are slowly but surely finding a market, and in no very long time the demand for the excellent lumber and unrivaled shingles made from this wood will be difficult to fill. It is stated that when the saw mills at Beaumont and Orange, Texas, began manufacturing cypress lumber they found very little demand for it, but they have since quadrupled their production, and find an easy market for all they can saw. This lumber is just beginning to be introduced into the northern markets, and its advantages are now acknowledged. The wood is fine grained. After exposure to the air it becomes a dim redish color. It possesses great strength and elasticity, and is lighter and less resinous than the wood of the pines. To these properties is added the faculty of long resistance to the heat and moisture of a southern climate. The color of the bark and properties of the wood vary with the nature of the soil. Trees growing near the natural bed of rivers, and surrounded half the year with water to the height of three or four feet, have a lighter-colored bark than those standing where water does not reach them, and the wood is whiter, less resinous and lighter. These are called white cypress. The

others are darker and so called red cypress. This truly excellent wood is now used for various purposes, and there is an increasing inquiry for it. Boat builders use it to a considerable extent. Many of the small boats belonging to the men-of-war of the United States service are constructed of cypress; much is used for water tanks, sugar coolers and cisterns, on account of its durability; some enters into the construction of houses and house finishing, it being excellent in ceiling, and large quantities are made into shingles and cross-ties. The Lehigh Valley railroad company ordered 75,000 of these ties to be used upon its road this season. In some instances the shingles are manufactured with the large end finished round and octagonal that the roof may present a finer appearance. These kinds are used upon churches in the rural districts and upon villas where the builders wish to display some taste in lines that vary from the ancient straight and conventional methods. Some claim that shingles, properly prepared, will last 100 years. They are certainly very durable. Wood taken from submerged swamps which has been in contact with the decaying influence of mud and water for untold centuries, is found to be in an excellent state of preservation. Cypress logs have been taken from the soil deep underneath New Orleans in good condition. Evidences are abundant and conclusive in regard to the lasting properties of the wood. Hence, it is gradually creeping into use more and more each year. Already it is being used in many houses in New York city in finishing, with calls for more. Five million shingles is the estimated amount of consumption in the New York market, with an increasing demand. At least 4,000,000 feet of the wood will be required to supply the market in railroad ties the coming year, and about 2,000,000 feet of lumber for general use. It is exported to some extent to various ports. Railroad ties have been sent to Cuba, France and England. Lumber has been sent abroad, but in no great quantities.—*Lumberman's Gazette.*

THE PINE BELT OF THE SOUTH.

A correspondent writes from Brainbridge, Ga., to the *Northwestern Lumberman* as follows: Until the extent of the great pine forests of Michigan and Wisconsin was thoroughly known, but little attention was paid to the timber supply of the south Atlantic and Gulf coasts. Other causes, not necessary to mention here, united in this overlooking of the finest belt of yellow pine in the world; now, however, when the timber supply of the Northwest is being lessened, the advantages offered by the South, in the way of timber resources, is attracting attention.

The yellow pine region of the south presents some peculiar features which I will briefly notice: Beginning in North Carolina, it stretches back to the hills which mark the end-

ing of the Appalachian chain of mountains, a distance varying from 100 to 200 miles, and extends along the Atlantic seaboard and the Gulf coast westward, till the valley of the Mississippi is reached. The width of the belt is nowhere greater than 200 nor less than 100, and its length is 1,000 miles approximately. For an average distance of 50 miles from the seaboard the land is low and marshy, with stagnant ponds on every hand, and the lumber of inferior quality. A gradual ascent is then begun till an altitude of 300 feet above tidewater is reached. At this altitude the finest timber is found.

A few leading questions present themselves to those looking for timber lands—quality of timber, and quantity as well, price of lands, and accessibility to transportation. These questions I can answer, so far as this section of Georgia is concerned.

Dacatur county has an area of 1,500 square miles, and it is safe to say that there is in the limits of the county 500,000 acres of virgin pine forests. In addition to the local supply, Flint river traverses near its centre from north to south, and for 100 miles runs through unbroken forests of pine, while on the west side of the county is the Chattahoochee river, which also runs through a section well supplied with timber. So much for quantity, and quality is of the very best.

Timber lands vary in price from \$1 to \$2 per acre, owing to location, and are abundant at the prices.

What I have already said of the Flint and Chattahoochee rivers will give an idea of their availability for transportation of lumber and timber. These rivers are navigable for large steamers the year round, and there are no obstructions in the way of rafts. They unite and flow into the Gulf of Mexico at Apalachicola, Florida, which has a harbor admitting vessels of 10 feet draft. The government is now improving the bar off the harbor, and vessels drawing 14 feet will be able to load at the wharves.

In addition to the river transportation, direct railroad communication is had with Savannah, and lumber can be placed on shipboard there at a cost of \$4 per thousand.

Timber lands at the prices I have mentioned are not more than three miles from river or railroad, and thousands of acres can be bought on river and railroad at the figures named.

In the way of health, water and such incidental advantages, the country offers superior inducements—the climate is healthful and mild and water abundant.

CANADIAN TIES FOR FRENCH RAILWAYS.

The visit of M. le Chevalier Drolet to France has been fraught with much interest to the Dominion generally, and the lumber trade in particular. Mr. Drolet went over to Paris for

the purpose of bringing prominently before the French Government the superior quality of Canadian timber, more especially as regarded its transformation into railway ties and sleepers. Mr. Drolet took over with him several samples of tamarac railway ties, in order that the French Government, in their immense railway schemes, in which they expected to be able to use some six millions of ties per year, might have a portion of this immense demand satisfactorily and profitably supplied from Canada. The forests which have hitherto been drawn upon for sleepers lie on the shores of the Baltic, in Danubian principalities and in Italy. The samples in question, from Canada, were shown by the Chevalier to M. Horriison, Minister of Public Works, who was much pleased with them. A series of tests were ordered to be applied to the samples, and much curiosity was felt amongst those interested as to what strain the new timber would stand, as the tamarac is not indigenous to France. The experiments took place at the Ponts-Chaussées, Paris, about the end of November, and under the supervision of M. Durandeloyle, chief engineer of the institution. The tests consisted of severe traction and crushing, and also large screws were inserted into the ties and then pulled forcibly out, in order to show the amount of resistance of the grain of the wood. The tests were pronounced satisfactory, and Mr. Drolet was on the point of signing a contract to deliver 7000,000 ties. At this critical juncture Mr. Leon Say's celebrated article on Finance appeared in the *Journal des Debats*, in which that statesman counselled the Government to practise the strictest economy. It was stated that the railway scheme, which under the de Freycinet Government would have only cost four milliards of francs, would now cost eleven milliards. The result of this article was that the Government abandoned for the present the construction of the railways, and the Minister of Public Works informed Mr. Drolet that the question of the contract would have to be postponed until next June, when the work would doubtless recommence.

"The question now is," says Mr. Drolet, "whether the French Government will continue the railways, or hand them over to the great companies. In any case, we are sure of a market, as some of the tests were made by the Chemin de Fer de L'Ouest, and somewhat surprised them. I was compelled to decline a contract to deliver 370,000 ties at Bayonne to be used in the construction of a railroad in the north of Spain, on account of the lateness of the season. The ties used in France are longer and thicker than those used here, and are required to be saved on four sides. When the contract is signed the French Government will have agents on this side to receive and stamp the ties and afterwards ship them. This, of itself, will be of considerable advantage to the city."—*Montreal Star.*