



DEVOTED TO THE LUMBER AND TIMBER  
INTERESTS OF THE DOMINION.

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PETERBOROUGH, Ont. JULY 16, 1883.

A NEWSPAPER has been started at Deseronto, with the appropriate title, "Buzz Saw."

LARGE quantities of lumber are arriving at Quebec from the West over the North Shore Railway.

RECENTLY 2,600 logs were sold by the Tittabawassee boom company, as unclaimed logs, and to pay the boom charges against them.

THE farmers living along the River Moira, where lands have been flooded owing to the damming back of the water by the saw logs, have entered suits against the lumbermen.

A LARGE number of dock sticks, some of them 100 feet long, are being hauled from the mountains on either side of Lake George, N. Y., and shipped by way of Ticonderoga to New York city.

We would call the attention of our readers to the important auction sale of valuable timber limits to be held at Ottawa on August 28th, the particulars of which may be found in our advertising columns.

MICHIGAN parties have recently bought 56,000 acres, and Iowa parties 16,000 acres of timber land situated in Escanaba, Conecuh, Butler and Crenshaw counties, Ala. It is proposed to ship lumber north.

AN old record recently unearthed contains the information that in 1823 lumber sold in Maine as follows: Clear pine, \$18; merchantable, \$12; refuse clear, \$9; refuse, \$6; mill refuse, \$2.50; shingles, \$3.

FRED. L. HEWINS, of East Winthrop, Me., and Louiscount Lyon, of Manchester, have purchased a tract of 200 acres, lying five miles from Augusta, on which grows what is known as "Widow Sanford's pines," the price paid being \$6,000. The pine is all medium sized, second growth, and is in demand for box-making, for which purpose it will be shipped to Augusta after being sawed where it grows. A large steam mill will therefore be erected.

A. BANNING, at Ludington, Mich., lately made a contract with Aldrich & Brayman to unload 1,600 cords of hemlock bark from the cars to the railroad dock, at \$1.25 per car. The bark goes to Milwaukee.

THE Rat Portage correspondent of the Winnipeg Commercial says:—On account of the low water not much more than 15,000,000 feet of lumber will be sawed at this point and Keewatin during the present season.

A Log train on the St. John & Maine railroad makes five trips of 30,000 feet each per day, for James Murchie & Sons, from Magaguadavic lake to Vanceboro, Me., from whence the logs are floated to the Milltown boom.

THE planting of 100,000 eucalyptus trees on the Roman Campagna has counteracted the effect of the malaria to such an extent that the Tre Fontaine, the abbey of the Trappist monks, is rendered habitable through the entire year.

THE Winnipeg Commercial of July 3rd says: Owing to the dullness in building operations the demand for lumber is not great. There are several large contracts being let in the city which will rid the yards of some of their stock.

A RAILWAY being projected into the interior, British Honduras will be able to export larger quantities than ever of the mahogany, cedar, ebony, indiarubber, and other products with which she abounds, and of which this country can easily absorb large quantities.

A DESPATCH from Ottawa dated July 5, says: In the Department of the Interior, yesterday, tenders were opened for the limits in the Bow river country recently advertised. It is said that the bonuses offered are very satisfactory. The result will likely be made public in a few days.

THE Franco-American Trading Company, recently contracted for 500,000 feet of yellow pine in New York to be used on the Isthmus of Panama, in the building of 150 houses for the De Lesseps Canal Company, the houses to be prepared and shipped in the knock-down from New York.

THE Belleville Intelligencer of July 9th says: Messrs. Gilmour & Co's. North River saw log drive, under the superintendence of Mr. Asahel Airhart, of Marmora, is now in Crow Bay. This drive takes the tail of the Beaver Creek drive to Trenton, and has been a highly successful one from the start.

A. C. DANNEB & Co., of Mobile, Ala., will have a cypress plank on exhibition at the Louisville Exposition that will be 17 feet long, three inches thick, and four feet eight and a half inches wide. It will be free from knots and shake. The log from which the plank was cut was obtained in Baldwin county, across the bay from Mobile.

THE Orillia Packet says that Mr. John Knight, Manager of the Medonte Lumbering Company, was in Orillia on Monday. He says the rails on Medonte tramway will be laid as far as the mills within a month. Owing to the depth of snow last winter, only about three million feet of logs were got out which, will be cut within three weeks.

THE Timber Trades Journal says:—There can be no doubt but that the rage for American walnut, which gave to that trade such a spurt, has greatly subsided, and probably diverted the demand once again in the direction of mahogany and hardwoods. Fashion is everything, and the furniture and housebuilding trades form no exception to the general fickleness of taste; but we expect it will be a considerable time before there is such a run on American walnut as there has been. In suites of furniture there was a harshness about it, which the other dark kind of hardwood did not display. The straightness of the grain also, unlike the European descriptions, afforded very little to attract the eye after the novelty had worn off.

A SOUVENIR of this exceptionally stormy season was received by the Kirby-Carpenter Company from Edgar, Neb., recently, in the shape of an order for 600 window-blind slats to replace those broken out at that place by a late hail-storm. The storm was a terrific one and laid most crops dead over a space, a mile in width and two miles in length. Window blinds were no protection to glass, as the slats were broken, and all the glazing shivered, on the south and west sides of houses in the path of the storm.

THE Lumberman's Gazette says:—The F. & P. M. railroad is reaching out with branches after the pine which is accessible only by rail, and by this means has become an important feeder to the Saginaw river mills. About one and one-half miles has been completed from the main line just west of Farwell, upon which the first train of logs came out last week. This branch will be extended at least eight or ten miles this fall, and when completed will bring about 100,000,000 feet of logs within reach of this road, the log traffic of which has assumed enormous proportions.

#### TRADE WITH AUSTRALIA.

To the Editor of the Canada Lumberman.

SIR,—I happened to see your publication of the 2nd instant to-day for the first time, which I found full of interest.

I notice that you insert extracts from Australian timber circulars. I enclose you one of my firm's, Lord & Hughes, and if you think it worth while to make extracts from ours I will write by next mail requesting them to supply you with a copy every month.

We have been in the lumber business in Melbourne for about 25 years, and we handle nearly all the American and Canadian lumber that comes to those markets.

I am journeying through America and Canada picking up scraps of the lumber trade. I arrived last month at San Francisco, and have done America and part of Canada, and will leave here on Tuesday next for St. John, N. S., thence to Portland, Boston and New York, afterwards to England and Europe (Norway and Sweden).

I shall therefore assume that our monthly circulars will be acceptable, and will instruct my firm accordingly.

Yours truly,

SAMUEL HUGHES,

Of the firm of Lord & Hughes, Melbourne. Quebec, July 7.

[We should be glad, not only to receive the circulars, but to have Mr. Hughes favor us with any remarks that he may think of value, as to his trip to Canada, and hints as to increasing the trade with Australia.—E. C. L.]

#### THE PRICE OF WHITE PINE.

The owners of white pine stumpage should try the ground a little more carefully before they venture forward loaded heavily with that kind of property. It is not so very clear, after all, that white pine lumber will advance in price in the ratio of its diminishment of supply. There is no good reason to infer that it is so essential in the building and mechanical economies that it cannot be supplied by something else. The history of the industrial world goes to show that commodities and useful material are valued according to their quality and intrinsic merit. Mahogany and black walnut are worth more than white pine for this reason, and not because they are so very scarce or hard to obtain. It is as handy and cheap to lay down mahogany in New York as Missouri walnut at the same place. The last pine tree sawed into boards, might be on the market, and it would not sell as high as some of the finer woods, unless somebody wanted it for a relic. Modern invention and progress do not enhance, but cheapen the necessities of life. It is claimed by good authority that the staple, wool, has not been so cheap in forty years as now. Cotton yarns are cheaper now than since the spring of 1879, and it is thought that cotton generally will rule at a lower average during the ensuing year than at any time since the war. Iron and copper are ruling at the figures which were obtained in 1878. There has been no advance in the average price of food since one's boyhood; taking one year with another, unless

it is in beef and butter, and events will regulate those when the vast Rocky mountain regions of this country and Mexico swarm with cattle and sheep. It may be said that over-production has kept down the prices of all these things mentioned, and that the capacity to produce them is unlimited, while the capacity to produce lumber from white pine is diminishing. But the tendency of modern invention and energy is to provide substitute commodities whenever there is money to be made by it. That which enters into common use, like white pine, must not cost too much. When the time comes that its scarcity necessarily forces up its price, the buyers rebel and reject it for something else. When white pine costs as much as walnut, mahogany, cherry and other finer woods, it will be scorned. When any of the woods cost more than the common people can afford to pay for ordinary uses, they will be rejected for iron, terra cotta, glass, or other substances, which will be cheapened to the grade of common use by invention. While pine will undoubtedly be a product of firm commercial value in the future, under the influence of a diminishing supply it will never reach a price much above what it averages to-day.—Northwestern Lumberman.

#### WHAT CAUSES THE TIMBER LINE?

A writer in the New York Independent, says: The cause of what is known as the timber line on high mountains continues to be discussed in scientific periodicals, and the attempt continued to connect the line in some degree with mean annual temperatures. The writer of this paragraph has had the matter in mind when on these high elevations, and the explanation seemed very simple. On all these high peaks there is a continuous, though in some cases slow, descent of the soil from the summit to the base of hill. He has never seen a case where there was soil enough to grow a tree, that trees were not growing. As the wash from the rain or melting snow will be nearly uniform in a given range, there will be of necessity some uniformity in the timber line. On Mount Washington and other high places, little plots of dark vegetable earth can often be found far above the present timber line, the remains of trees which existed before the earth was washed away. What is called the timber line seldom shows graduated sizes as a mere matter of temperature would call for. Generally the line is formed of very small trees, and immediately scrubby plants, from the absence of deep soil, begin.

#### NORTHWEST TIMBER BERTHS.

For several months past the Department of the Interior has advertised for the lease of five hundred square miles of timber berths of fifty square miles each, in the Northwest Territories, situated on Moose Mountain, in the district of Assiniboia, and on the Bow River, and on its tributaries the Kananaskis and Spray Rivers, in the District of Alberta. It was provided in the conditions that only one berth should be granted to the same individual or firm, but the same applicant was allowed to make a separate tender for each of the berths. According to the regulations governing the granting of yearly licenses to cut timber on Dominion lands under section 52 of the Dominion Lands Act of 1879, provision is made for the licensee paying a ground rent of \$5 per square mile; for requiring that within a month after the date of the Order in Council granting a timber berth, the person in whose favor it is passed must pay the rent for the year in advance, the rent to bear interest at the rate of six per cent. per annum from that date until the same is paid; that when applications for licenses conflict, berths shall be laid off and described as the Minister of the Interior may direct, and tenders shall be invited for the same. Persons tendering are required to state the sum or bonus per square mile which they are willing to pay in addition to the ground rent and a royalty of five per cent. on the amount of the sales of all the products of the berth, and the limit is awarded to the person offering the highest bonus. Licensees are required to have in operation within a year from a date to be fixed in the license, and to keep in operation for at least six months of each year of his holding, a saw mill, capable of cutting daily at least two thousand feet board measure