

LUMBER TRADE OF NEW ONTARIO.

[The Toronto Globe]

This timber was and partly is, the property of the Local Government. They charge a uniform stumpage due of one dollar per 1,000 feet, and three dollars per annum per square mile. They put up the right to cut on these terms on certain limits at public auction. When Mr. Scott was Commissioner he thought the Province had struck a bonanza when this right fetched \$200 a square mile. Last year inferior limits, less accessible and with less favorable terms, fetched \$1,500 to \$2,500 the mile.

Some idea of the magnitude of the lumber trade may be gained by the fact that these "bonuses" alone have brought in to the Provincial Treasury nearly \$21,000,000 since Confederation. It is quite impossible to pretend to write up this immense industry in a single letter; hence, with your permission, I propose to describe operations in one little corner of New Ontario, and will write to you about the lumber interests of Parry Sound and the country tributary. It is a very small portion of New Ontario, no portion of the tributary district being further than fifty miles from the Sound.

How do you account for the pessimistic and narrow Provincial views of our urban population? The mixture of races and the charm of new surroundings have made to the south of us a population pleased with their surroundings bright, original and singularly optimistic. Why should there be such pessimists there? The farmer says, "Take all the bad land out and Canada would be a small country." The shrewd manager of a steamboat rushes an excursion through Algoma to a foreign island in search of scenery. The villager is neither a prophet nor the son of one, yet he predicts that the lumber will be played out in Muskoka in five or ten years, and the settler who is grubbing a living among the rocks, sand and stumps will have to get out.

Let us maintain the truth, the arable lands of all Algoma are as good, if not better (because newer), than the best soil in Western Ontario. They have a better climate and produce, even with bad farming, better crops. As long as grass grows and water runs, the material interests of New Ontario, I mean its lumbering, farming, and mining interests, will never be less valuable or extensive than they are to-day.

I am indebted to the courtesy of Judge McCurdy for an estimate of the timber within these limits. It has cost time and money to prepare it, and it is as accurate as any estimate well can be. There is 750,000,000 feet of merchantable pine that is over ten inches in diameter, besides which there is continually growing another crop to afford a continuous but reduced supply. At the average cutting now done, the visible supply will last forty years.

Birch is a much more valuable wood than pine. It is taking the place of walnut and mahogany for fine furniture, is capable of a fine polish, and is more abundant here than pine, owing to the lack of railway facilities, little of it yet having come into the market. As it sinks in water, it cannot be carried to the place of manufacture. There is as much as the first supply of pine in the hemlock forests. The bark is used by tanners, and is worth \$5 to \$6 per cord now. The wood is worth \$10 per 1,000. It makes splendid scantling, rail, ties and barn flooring (being proof against rats), and if not so hard to work, would be a splendid wood for wainscoting and interior decoration.

There is an extensive quantity of basswood which is being more used than ever for cheap furniture. Of oak there is only a limited quantity, which is in active demand for vessel keels and house decoration. Of tamarac and spruce there are great quantities. These are fully as useful as pine, but no account is made of beech and maple their use being chiefly as firewood. Poplar is plentiful and is being extensively sought after for the paper factories. After pine is cut, the refuse is brought in as shingle bolts. The manufacture of shingles is a tremendous industry.

Nature again covers the rocks and sandy soil with trees of second growth. Pine comes occasionally in clumps, but the second growth is principally soft maple, birch and poplar, and all this in a radius of fifty miles? and remember, there are thousands of miles just like it!

Some thirty years ago Mr. Beatty located at Parry Sound. He built a saw mill and the Government gave him as a reward 2,000 acres in fee simple, and on this grant stands the principal part of the town of Parry Sound. The town had two splendid harbors, but a poor country in its neighborhood, and it would scarcely exist save that it is the seat of the lumber industry of the neighborhood. The mill for which Mr. Beatty was so plentifully rewarded, together with valuable limits, became, after a long time, the property of Mr. J. C. Miller. Mr. Miller was a good specimen of a shrewd Yankee. He commenced life as a school teacher and ended it as President of the Parry Sound Lumber Company and an honored member of the Local Parliament of Ontario. He was succeeded

in the presidency by his son, under whose presidency and the management of Mayor McLennan the Company has had an increasing prosperity. The company cut 12,000,000 feet annually.

The Midland & North Shore Lumber Co., is composed of a syndicate of capitalists, of which Mr. Ulyott, of Peterboro', is President. After the hopeless bankruptcy of the Guelph Lumber Company, this company bought the estate, and, under Mr. Fitzgerald's management, it has been a grand success.

The death of Mr. Miller happened just before the burning of Mr. Pratt's famous hotel at Rosseau, the energetic "Discoverer of Muskoka" as a summer resort was thus enabled to gratify a long felt wish to become lumber king. With others he formed the Conger Lumber Company, bought limits and mill from the Miller estate, and carried into his new business all the geniality and enterprise which had formerly made his name so well-known in Ontario.

The Conger Company cuts 7,000,000 feet, and the other two 12,000,000 each. The Conger employs 60 men in summer, and 100 in winter, and has a pay-roll of about \$30,000 annually. The other two companies employ 200 men each in winter, and about 100 in summer, and each pays in annual wages \$50,000 per annum. The cut is divided into two qualities, the mill run and the mill culls. The specific duty of two dollars causes the choice lumber alone to go to the States, the markets there being Tomawanda, Buffalo and Albany.

The product goes by water, and it is a matter of regret that more Canadian and less American vessels are not employed in the traffic. The common lumber goes to Toronto, and the price received is—for mill culls, \$7 to \$9 per thousand, and for good \$12 to \$15 per thousand. The combined mills do an average business of \$2,500,000 annually. The effect of the duty is supposed to be that buyer and seller each lose one dollar.

The great difficulty of the country is lack of railway communication. Its want is felt at every turn. Other companies would locate, bringing other sections under tribute; tanneries would spring up, and the weary hauling of men and supplies to camp would soon cease. The quantity of lath, common lumber and slabs, now destroyed, would, if utilized, largely pay for the running, the road would pay from the start. Only the voice of the Pessimist is heard in the land. The history of the Northern Road shows a series of efforts in railway building against the sneers and laughter of the wise men of the day. Successive bonuses extended the line from Barrie to Orillia, the boom in railway building secured its extension to Gravenhurst, but the glittering bait of \$8,000 bonus per mile did not induce capitalists to take hold. They cry that the revenue would not pay grease for the wheels, and Manager Cumberland's witty statement that Muskoka was not rocky, but all rock, did their work, and things remained in *statu quo* until the advent of Sir Charles Tupper as Finance Minister. An offer of \$6,000 per mile was quickly followed by another doubling the bonus, and \$12,000 per mile secured the extension to North Bay.

The purchase of the Northern by the G. T. R. has injuriously affected the lumbering interests. The Northern Company used them with whips, the G. T. R. is doing it with scorpions. The new rates are notoriously unfair, and they have caused a dullness in trade not before experienced. In this connection it may be stated that Mr. Miller, who is Vice-President of the Polson Company, is having built a steam-barge of steel which will be the second largest barge on fresh water.

There is considerable friction between newly-arrived settlers and the various lumber companies. It is a pity they do not see eye to eye, as their interests are so much in common. Lumbermen contend that if delay was made before further land was open for settlement, it would conduce to closer settlement in the old district, that settlers are the frequent cause of fire, and do more damage sometimes than they are worth. Angry feelings have been aroused in consequence. The Government have solved the problem. They allow no more settlement on pine land. They have got to be satisfied more than ever as, the bona fides of the settlement and the strict enforcement of the Fire Act has been of great advantage to the preservation of timber. It must be remembered that fire is not so very destructive usually. It simply disarranges plans and forces the getting of two season's supply in the year.

This article would not be complete without reference to the loss that lumber men and settlers alike receive in the death of Hon. T. B. Pardee. Mr. Pardee loved the country that was his peculiar charge. Affable and easy of approach, he gave an attentive and sympathetic attention to the wants and wishes of the people of the district. If he had done nothing more his authorship of the Fire Act alone would have kept his name green in the heart of his country now.

If the reading of this article should convey to one single influential man a just idea of the capabilities and possibilities of New Ontario, the writer will consider himself well repaid for his trouble.

Lining a Saw with the Carriage.

It is almost impossible to make two saws that will hang just alike on the same mandrel, or make the same saw hang alike on any two mandrels. The slightest difference turning up the collars of the mandrel, or in the finish of the saw gear the mandrel-hole will cause a perceptible difference in the hanging, so that it is often necessary to adjust the saw by packing between the collars, with writing paper. In hanging a new saw, it is best to fit it on, screw it up between the collars, and then examine it carefully on the front or log side, and see if the face of the saw is flat. If it is found to be rounding on the log side, cut a ring of writing paper, about half an inch wide, the size of the collar on the outside, oil it, and stick it on the face of the fast collar around the outer edge. Then cut another ring of paper of the same width, making the outside of the ring the size of the hole in the loose collar; put this small ring between the loose collar and the saw, and screw up the collars. If the two rings are not enough, put in another until the saw comes right. If the saw hangs dishing on the log side, reverse the rings of paper, that is, put the small ring between the saw and the collar, and the large ring on the loose collar.

Should a saw run a little out of true on the rim, it may be made to run true by packing with writing paper between the saw and the fast collar. It is also necessary that the saw mandrel should be perfectly level, so that the saw will hang perfectly plumb.

Never try to run a saw that is dishing on the log side, as it will be sure to draw toward the log. The carriage track must be straight, and the carriage run true. The flange that is fast to the mandrel should be a little concave, and the loose flange perfectly flat.

The most perfect saw is that which will cut the easiest, the smoothest and the most in a given time, with the least expenditure of power. When the teeth are presented to the timber with just the right pitch on top of the teeth, they will cut the kerf out in shavings, and not scrape it into fine dust. We do not mean to say that all of the dust will be cut into long shavings, for all timber is not sufficiently tough to hold together. How differently the teeth are presented to the wood in the solid-toothed saw. Any one who will take the trouble to examine the chips of the two will readily see. In the patent-toothed saw there is more room. Solid teeth, or teeth cut in saw plate, cannot be run at the same angle as inserted teeth. The teeth should not be rounded off, but filed straight back from the point. The sawdust cut with the patent-tooth saw is fifty per cent. better for fuel than that cut with the solid-toothed saw, on account of so large a percentage being cut in shavings.

Large Sawmills.

[The Globe.]

An item is floating around to the effect that the Port Blakely, Washington, saw mill is probably the largest sawmill in the world, and that it has a capacity of about 100,000,000 feet annually. This is a mistake. There is a mill located at a small place in Ontario, at the mouth of the Trent river, near the head of the Bay of Quinte, which has a much larger capacity than the one alluded to in Washington, but which has rarely been run to its full speed, the stock not being obtainable. The Trenton mill, when erected, was simply enormous in size and capacity, a large number of gangs and circulars comprising the lumber-producing machinery; but it was hyperbolic, a sort of exaggeration, so to speak, like the steamship Great Eastern, there being no "use for it," or in the case of the mill no use for over half of it, as it would have required nearly all the logs harvested on the Trent river to have furnished food for its capacious maw of saws. In fact at the time the mill was erected it had sufficient capacity to have produced all the lumber being cut on the Saginaw river, if not in all Michigan. It was a perfect cormorant in its power to consume pine sawlogs, and could undoubtedly have cut one-quarter of the present output of all the Saginaw and Bay City mills. It was known when erected as "the big mill," from one end of Canada to the other, and approximately retains its name to this day. But from its inception to its consumption it was a sort of abnormality, and its enormous capacity was rarely utilized.