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The Canada Lumberman

DEVOTED TO THE LUMBER AND TIMBER INTERESTS OF THE DOMINION.

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Communications intended for insertion in the CANADA LUMBERMAN, must be accompanied by the name of the writer, not necessarily for publication, but as a guarantee of good faith. Communications to insure insertion (if accepted) in the following number, should be in the hands of the publishers a week before the date of the next issue.

PETERBOROUGH, Ont. SEPT. 1, 1881.

WASTE OF TIMBER.

Some of the writers in the lower provinces are calling the attention of the people to the serious waste of wood arising from the careless way in which forest trees are cut. Mr E. Jack, of New Brunswick, shows a loss to that country of upwards of \$500,000, on the lumber which has been cut on the Crown lands alone in that Province during the six past years. If to this be added the loss on that cut on the New Brunswick Land & Lumber Co.'s property, containing 1,600,000 acres in round numbers and on other land owned by private individuals, this will be vastly increased.

We wonder very much that the Government of New Brunswick, as well as the Land and Lumber Co. referred to, do not take joint action in the matter of cutting spruce logs, and compel the party cutting to run the log into the branches until it reaches a point where the diameter shall be at least not less than nine inches at that end.

The matter of forest fires arising from settlement merits the most serious attention of all of the provinces. We are informed by leading lumbermen on the St. John that settlers are allowed to locate themselves on spruce lands on the rivers in the Province of Quebec, where they can only eke out a miserable existence from farming, and that the fires which have extended from these settlers' clearings have cost the Province of Quebec hundreds of thousands of dollars in loss of stumpage on the St. John river and its branches alone.

We are informed that under the existing law regulating the survey of saw-lows in New Brunswick, these are required to be not less than (11) eleven inches in diameter at the top end. We are also informed that this law has received no attention in so far as its revision (which is much needed) is concerned, for many years.

Would it not be well for the Province of New Brunswick, which is so much interested in this matter, to examine into the working of the law as it now stands, and to cause such amendments therein to be made as the circumstances and the times require, these being far different from what they were when the law was framed?

A DISPATCH from Ottawa says it is understood that Mr. David Moore of that city has closed with an English company for his timber limits on the line of the Pacific railway.

OTTAWA.

From Our Own Correspondent.
LUMBER TRADE.

The lumber business is somewhat duller than it was two weeks ago. Recent sales, however, have been at prices slightly in advance of those secured in the spring, the recent advance in lumber at Albany and Tonawanda having made the market here firmer. It is quite evident that the cut of the Ottawa valley mills, and principally those of the Chaudiere, will not be so large as that of last season, owing to the quantity of logs that will not reach their destination. There is no marked changes in lumber quotations. Stock lumber runs from \$18@23 per M. according to width and quality, and siding from \$20@30 per M., according to thickness, width and quality.

FREIGHT BUSINESS.

Shipments of lumber have been duller during the past week than at any other former time the present season, but so soon as the water in the Ottawa begins to rise, it will improve. The river has not been so low for a great many years as it is this. Steamers or barges with any sort of heavy draft find it difficult to get through the locks at Carillon and Ste. Anne; in fact, ordinary barges have to take light loads, and this does not pay very well. There is no change in freight rates, but in the fall they will doubtless have their usual rise. The opening and close of the season is always the best for boat-owners.

IMPROVING THE OTTAWA.

The Government are having quite extensive improvements made on the Ottawa river, in order to improve navigation. The works at Greco's Point are being pushed forward steadily, by Messrs. Stewart, Strachan & Nicholson, while the further enlargement of the locks at Ste. Anne will be again prosecuted the coming winter by the contractors, Messrs. O'Connor & Cassidy, who have got a great deal of necessary material on hand. With the enlargement of the locks at the Point, Carillon and Ste. Anne, the river navigation will be greatly improved. At this place the large reef of rock lying a short distance below the Union Suspension bridge, in the center of the river between Eddy's and Booth's docks, is to be removed, Government workmen having started operations. It has obstructed the channel, and not only been dangerous to steamers and barges, but to the bridge when the spring freshet occurs, preventing the water from readily flowing down. On the upper Ottawa improvements to the Culbute channel are being made by the contractors, Messrs. Poupore & Charlton. In a couple of years the river will be much improved. In this connection I might also mention that Mr. Askwith, contractor, is engaged in dredging the slabs and sawdust away from the mouth of the Rideau canal locks. Although the Government passed a law, several years ago, prohibiting slabs or sawdust from being thrown into rivers, the Ottawa in this section generally shows a pretty good quantity, but where it comes from the Chaudiere lumbermen don't seem to know.

THE UPPER OTTAWA LOG DRIVE.

Mr. G. B. Greene, manager of the Upper Ottawa Improvement Co., which controls the log drives for the various lumbermen in the Ottawa valley, states that the drive in progress is very fairly considering the low water. There were not such a great quantity of logs stuck in the smaller streams, but difficulty has been experienced on the main rivers owing to the rapid falling and present lowness of the water. At the Flat Rapids, on the Madawaska, a good many logs belonging to Mr. J. R. Booth are stuck, while upon some more rapids further up Messrs. Bronsons & Weston have a large number fast. Both lots will likely be left until the rise of waters in the fall. At the Chats rapids, thirty miles above Ottawa, a great many logs are constantly being stuck, about twelve thousand being fast at the present time. A gang of men are at work there. The rapids are long and shallow, and at very low water it is hard to get logs through. The last logs that will come down to the mills this season will be in the Ottawa river the first week in September, and reach here about the middle of October. The Improvement Company have about two hundred and fifty men in their employ right along during the summer season.

T. W. Currier & Co., formerly of Ottawa, are

running a saw-mill at Aylmer in connection with their sash, door, blind and furniture factory, manufacturing a considerable quantity of lumber.

Lath is being sold at from 80 to 85 cents per thousand wholesale. Considerable quantities have been shipped to Montreal and the States this season.

Perley & Pattee, J. R. Booth and E. B. Eddy are the only manufacturers of deal at the Chaudiere, and the bulk of what is produced is sent to Quebec. \$40 per thousand for two-thirds quality is what present stock is held at.

No logs have passed the Gatineau works for two weeks past. Ex-Ald. Bingham has his men at work on the final sweep about forty miles up, and it will be four or five weeks before they will be down.

Perley & Pattee's mill is closed down for a day or so for want of logs. J. R. Booth is running his day gang only, and Capt. Young his night gang; and Bronsons & Weston one mill by day and the other at night.

Ottawa, Aug. 25, 1881.

FIRE AT LONGFORD MILLS.

ORILLIA, Ont., Aug. 17.—To-day, at 2.20 p.m., word was brought to Orillia that the Longford Mills were ablaze. Capt. Hatley and the local fire brigade were soon out, and having taken the engines and hose to the Northern railway station, were delayed awaiting the arrival of a special from Barrie, which arrived about 3.30. The run to Longford was made in fifteen minutes, and the brigade were soon at work. The fire was first discovered in the rear of one of the dwellings, and soon communicated with the surrounding buildings, viz., a boarding-house, offices, store and store-houses, and a few private houses, the whole block being totally destroyed. The furniture and contents were nearly all saved, but damaged by handling. The buildings were owned by the company, and were insured for \$6,500. Much thankfulness is expressed that the mills were saved, and although the employees will have to put up with rough beds for a few nights, they will have the consolation of constant work, which was vouchsafed to their brethren in labor at the Waubesa mills. Many thanks are due to Captain Hatley and his men for turning out as they did, many losing their half-day. The brigade worked manfully.

THE Timber Trades Journal is pleased to learn that arrangements have lately been made between a house in Glasgow and a Canadian mill for a regular supply of pine doors and mouldings, "this being a branch of the Dominion trade which we hope to see greatly developed."

THE Ottawa Citizen says that the following are the quantities of timber passed through the works mentioned during the week ending 13th August:—

CHAT'S SLIDE.		
Rafts.	Owners.	Cribs.
1	J. R. Booth.....	216
1	Young & Bronson.....	89
3	McLachlin Bros.....	271
1	R. Campbell & Son.....	151
7		727

A raft belonging to J. R. Booth composed of 88 cribs, containing 296 pieces white pine and 2,041 pieces red pine, left Ottawa on the 10th instant, and on the 16th Messrs. Young & Bronson's raft of 89 cribs, containing 122 pieces white pine and 2,276 pieces red pine, left Ottawa for Quebec.

FOURTEEN years ago a Mr. Sterling, of Monroe, Michigan, placed two gate posts of white oak in front of his residence. When they were set he bored into the top of each with an inch and a half auger a hole three inches deep, filled it with common salt, tightly plugged it, and covered the posts. Having occasion recently to change the location of the posts, he found them as sound from top to bottom as the day they were planted.

MR. GEO. STETHEM, of Peterborough, importer and dealer in hardware, has handed us a change of advertisement too late for this issue, so we can only give the principal points in this notice. He calls attention to his stock of Canadian as well as American axes, lance-tooth saws, special broad and blocking axes, and trimmings for heavy harness.

A WORD ABOUT THE HARDWOODS OF THE MARITIME PROVINCES.

BY EDWARD JACK.

The shores of that part of New Brunswick which borders on the Bay of Fundy, from the north of the St. Croix to a point not far from Quaco, have been denuded of their hard as well as soft woods. From this to Upper Salmon river, in the county of Albert, there is a great abundance of yellow birch and other hardwoods. The growth is short, and not of sufficient size to make a large class of timber, but it is sound and admirably adapted to the purposes of shipbuilding, as well as to the manufacture of articles of furniture and other uses.

The great difficulty attending the export of hardwood from this locality is the absence of harbors in which vessels can ride at anchor, or remain afloat at high water, all the harbors along that coast being what are usually called "high water harbors," from the fact that the recession of the water leaves them dry at low tide.

A large part of this coast is sparsely settled, and its shores are usually steep and rugged. Fires have here done little damage; indeed, there is something in the nature of the soil, even where the forest is of spruce, in this part of the Province, which prevents the spread of the devouring element.

Schooners can enter many of these harbors at high water, and can then be loaded aground, leaving with their loads when the tide is sufficiently high.

For manufactories of articles of hardwood, where a good deal of labor has to be bestowed on the raw material, and where the articles manufactured could be boxed up to be put together at the place to which they might be exported, no better opportunity could be desired, as great quantities of most excellent wood can be hauled up the log directly to the manufactory.

In a short article, such as the present, I can afford to touch upon only one part of Nova Scotia in relation to this subject. Having occasion last season to follow the Avon river, which empties into the Bay of Fundy at Windsor, to its source near the head of Gold river, which empties into the Atlantic not very far from Chester, my attention was strongly directed to the great quantities of excellent rock maple trees which bordered the road and extended some distance from it. The road which was followed by me was that which is called the New Ross road. Leading from the Avon about sixteen miles from Windsor to Gold river, it was very rough, almost unfit to travel upon with a wagon in summer. The country rock was of granite, with boulders of which the whole surface of the country was covered; among them, especially within a few miles of New Ross, there was a splendid growth of rock maple extending for a number of miles.

Upon making enquiries at New Ross (where there is a good hotel, two churches and three or four houses) I found that the people of the country would deliver this maple there, round, in short lengths, for about \$1.50 per cord. I had noticed among it a good deal which was bird's eye.

From New Ross to Chester, which possesses an excellent harbor and where there are plenty of wharves, the distance is about fourteen miles. As the people living in the vicinity of New Ross have abundance of leisure, and as teams are plentiful, this wood can be hauled during winter very cheaply to Chester, and there placed upon the wharves for shipment to Europe.

There are numerous other places as well in Nova Scotia as in the interior of New Brunswick, especially along the line of the New Brunswick railway, where vast quantities of most excellent beech, birch and maple can be had very cheaply in the log, and the vicinity of this wood to railway transport and to the sea board renders river driving unnecessary.

It may be safely asserted that the British Provinces on the Atlantic offer the best opportunities to be found on the American coast for those desirous of obtaining an annual supply of hardwood, the source of which will last for years.

A POSITIVE FACT.—It is now established beyond controversy that DR. FOWLER'S EXTRACT OF WILD STRAWBERRY is the most perfect cure for all forms of bowel complaints, including cholera morbus, dysentery, cholera infantum, nausea, canker of the stomach and bowels, piles, etc. Beware of imitations and poisoning drugs, that only check for a time and produce inflammation. WILD STRAWBERRY is safe and certain in its effects.