

OUR FORESTS.

The N. Y. Shipping List truly remarks that "the question of timber preservation and timber culture, not only on the public, but on the private lands of the United States, is one of the most difficult, and also one of the most interesting problems that are attracting attention." If, says the *Globe*, it is this to the States, it is all that and a good deal more to Canada, from the fact that timber is our great staple export, whereby we pay for the most of our imports, and that a great part of the land off which it has in time past been raised is not likely ever to yield a better crop. Yet we probably find destruction going on here quite as fast as there, though to us it is doubly pernicious. Everything that our contemporary says in regard to the States applies much more strongly to Canada, and in the hope that the troubles already experienced across the line may operate as a warning on this side of it, we go on to copy its article as follows:—

"The evils of past destruction have been a great increase in the cost of fuel, in the price of lumber and timber, hindering the erection of dwellings, and rendering furniture very expensive, and the high rates of fares and freight charges on our lines of travel and transportation from the increased cost of building and equipping steamboats and railroads. Cheap bread, cheap houses, cheap fuel, and cheap transportation of passengers and freight are fundamental to the material growth and prosperity of a nation. All these are hindered by the havoc now making in our forests. The consumption by building railroads, for railroad fuel, the general consumption of wood for fuel in the country, the consumption by mechanical industry, the destruction by war, by improvident waste, and the destruction by farmers, who, when wood commands a high price, cut down the choicest trees, are among the causes which threaten the noble forest growth of America with extinction. Woodland brings in, without ploughing or sowing or fertilizing, that of which the average owner never has too much—ready money. The tree economists, therefore, have a powerful and wide-spread influence to contend against, and can hardly hope to arrest the tree slaughter on private lands. If they can awaken any enthusiasm for tree culture among the agricultural classes it will be about as much as we can expect them to accomplish. No private efforts can meet the emergency. Congress and the State Legislatures should afford every facility for the proper understanding of the subject, and for the adoption of the most thorough means to prevent what threatens to become eventually a national calamity.

The present commissioner of the general land office, who appears to have a just appreciation of the subject, has taken such measures as he has authority to take to more fully preserve our public timber lands in the North-west, which have been so ruthlessly destroyed in the past. The commissioner has acted upon the assumption that most of the timber depredations have been committed by ignorant and illiterate settlers, who not unnaturally imagined that settlement under homestead or pre-emption laws gave them the right to cut and sell timber at pleasure, and in many instances they have been induced by speculators to enter land for the very purpose of selling the timber from it. The blanks furnished to settlers to be filled up hitherto have had no warning covering this point, but the commissioner has now supplied the omission in these emphatic terms:—"Timber land embraced in a homestead or other entry—not consummated—may be cleared in order to cultivate the land and improve the premises, but for no other purposes." It is thought that this precaution will lessen timber depredations on the public lands about one-third, which, if not an over-estimate, will be a marked and gratifying reduction of the evil, while at the same time it will give the prosecutions that may take place, the prestige of better understood law than they have before enjoyed. But something more than this is needed.

Europe, in its forest laws, is far ahead of the United States, and is in less danger, at this moment, of becoming a desert than is the United States, unless something prompt and effective shall be done to arrest the wholesale destruction

of timber which is still going on in all parts of the country. It has been truly said that growth is slow and restorations tedious, while destruction is rapid and injury instantaneous. Palestine and Syria, Egypt and Italy, France and Spain have seen some of their most fertile lands turned into deserts by the destruction of the forests. There are parts of Asia Minor, of Northern Africa, of Greece, and even of Alpine Europe, once covered with luxuriant woods, verdant pastures and fertile meadows, which have now become so completely desolate as to be rendered an unfit abode for man. We are really in danger here of such a result in some sections of the country, unless intelligent and immediate measures of remedy are adopted.

FROM QUEBEC TO LONDON.

The *Timber Trades Journal*, of July 8th, says:—The *Ocean King*, though not reported in the river as soon as the *Howling*, mentioned in our last, was actually docked first, and may hence claim to have brought the first pine cargo of the season. The first named, a large steamer, left Quebec two days later than the *Howling*, and, in addition, had to coal some way down the St. Lawrence, which caused a further delay; otherwise she would have made the passage much quicker, and no doubt passed the sailing vessel before making the land. On her part, the *Howling*, always a fast vessel, made on this occasion one of the quickest runs on record, viz., 21 days, being an average of 150 miles a day from port to port, a rate of speed that we think has seldom been exceeded by a sailing ship with a wood cargo.

The *Ocean King* has discharged her cargo, amounting to over 650 standards, and is by this time probably clear of the Channel on her way to fetch another from the same port. The *Howling* does not appear to need such despatch as the steamer, and is still in the process of discharging. The cargoes brought by these vessels consisted almost entirely of bright pine deals, except in respect to the steamer, from which we observed a number of cases were being delivered into lighters alongside.

These cargoes are both imported by Messrs. Bryant, Powis & Bryant, and appear to be in a very fine condition. This firm may claim to be the recipients of the first three spring arrivals, for since the two mentioned were docked the *Earl King*, another steamer from Quebec, loaded by them, arrived in the Surrey Commercial Docks on the third, having made a quick passage from Quebec to London, being reported in the river as soon as she was due. We may look now for more activity in the vicinity of Albion Yard, as the bulk of the pine vessels discharge in the dock of that name, and, though the recently-landed cargoes will speedily be stowed away, others of the Quebec fleet may be expected to be shortly dropping in to keep the dock officials busy at this spot for some time to come; pine deals are not stacked so easily as other descriptions, from the peculiar style they are piled; thus, if many steamers compose the Quebec fleet, it will be difficult, we expect, to keep a clear space on the quays there.

SHORT SIGHTED ECONOMY.

The *Moniteur du Commerce*, the admirable commercial journal published in French at Montreal, has an article on the neglect of the means of protection against fire, and as it will be both interesting and instructive to our readers, we translate it as follows:—

"The numerous disasters caused by fires in the country, and of which every day the journals record some new examples, call attention to the means of protection which in this country would be at the disposal of each municipality, but of which the carelessness and apathy of the municipal councils makes no use.

If there is any country in which water courses are numerous and in proximity to every village, it is Canada, nevertheless how few municipalities, outside the larger towns, utilize the neighbouring water-courses, so as to make of them reservoirs, where in cases of fire they would immediately find a valuable resource, sufficient to avert all danger.

"Have we not had a new example of this carelessness in the last few days? A village close to Montreal and actually situated on the river,

being invaded by fire, asked aid from Longueville in default of having the apparatus necessary for arresting a fire at its commencement. Other villages would only have to make a trench to construct an aqueduct for some acres and all danger from fire would disappear for ever; the harvest, the cattle, and the granaries, would thus become an assured fortune that the destructive element could not annihilate, and nevertheless they do nothing; they forget, in the absence of a disastrous precedent, that the danger is so much the greater because so far they have escaped it.

"One can understand, to a certain point, how in the scattered villages, of which agriculture is the only industry, they slumber in the monotony of their labours and do not always keep in mind the importance of the means of protection against fire. But what can we say of a town that already possesses one of the most important cotton factories in the country, which has a trade great enough for 70 merchants to have establishments there, which comprises 688 dwelling houses, at least 600 of which are wood, which has property in real estate and stocks amounting to more than \$1,500,000, and which hesitates about the construction of an aqueduct bringing to its centre the most complete security against all danger from fire? It is thus that the municipality of Valleyfield understands the interest of the town; it is thus that house property, the cotton industry and trade of every kind, remains exposed to the risk of a conflagration which would sweep away in an instant the fortunes of the whole population, because the apathy of some of the municipal councillors is sufficient to paralyse the intelligent and enlightened opinion of the other members of the council. Already industries in search of a suitable locality, which they hoped to find at Valleyfield, have recoiled from the danger which they would have run there, and we cannot blame them. An industry which lives by progress and activity cannot live in contact with torpid apathy which repulses all improvement."

SWEDISH EXPORTS OF WOOD.

The *Timber Trades Journal* says:—The exports of wood goods from Sweden in each of the last five years, during the period from January to May, have been, according to statistical returns, as follows:—

	Sawn & planed. Pt. stds.	Heum. Cub. ft.
1882.....	147,601	1,878,811
1881.....	35,497	881,841
1880.....	141,265	2,325,577
1879.....	43,878	674,535
1878.....	126,925	2,363,425

The figures are stated in cubic metres, which are reduced into Petersburg standards for the sawn and planed by taking every standard at 4.67204 cubic metres, and with regard to hewn into English cubic feet, of which the number of 35.316 corresponds to every cubic metre. These are, no doubt, the best descriptions of measures comprehensible to the trade in this country. Deducting the figures lately quoted by the Swedish correspondent for the exports in January to April during the last two years, it will then be seen they are in May this and last year as follows:—

	Sawn & planed. Pt. stds.	Heum. Cub. ft.
1882.....	103,466	1,115,345
1881.....	24,936	574,534

showing the enormous quantities exported this May, in spite of the diminution of the import to London.

The exports of wood pulp and matches are during the last five years:—

	Wood Pulp. Tons.	Matches. Tons.
1882.....	2,905	3,860
1881.....	1,457	3,405
1880.....	3,340	3,602
1879.....	2,608	2,520
1878.....	1,190	2,687

the figures being stated in kilogrammes, reduced to 1.016 per each ton.

THE ENGLISH MARKET.

Messrs. Robert Coltart & Co.'s wood circular of July 4th says:—"There was a very dull feeling in the wood market during the early part of the past month, the shipments of pitch pine and spruce deals by steamers, which were sold on arrival at the best prices obtainable, having somewhat depressed the market, but as steamers are not now offering for wood freights, the tone has latterly improved, and prices are firmer

than they were during the early part of the month. The consumption has continued on a very fair scale, and stocks, with the exception of pitch pine, are still very light.

COLONIAL WOODS.—The stock of Quebec square and waney pine is very light, consisting of only 168,000 feet, against 664,000 feet at the same time last year; sales have been by retail only, with the exception of a small parcel of square pine (wrecked wood) brought coastwise, which realized an average of about 20½d per foot. The demand for Red Pine is dull, the consumption during the month amounting to only 5,000 feet. Oak is in fair demand, and the stock of prime wood is small. Of elm and ash there are no sales to report. Birch is in better demand, the consumption during the month consisting of 42,000 feet, against 23,000 at the same time last year; by auction, 830 logs, ex *Arklow*, from St. John, were sold at prices ranging from 14d to 22½d, averaging 17½d per foot, and 944 logs, ex *Endymion*, from Halifax, at 14½ to 22½d, averaging 16½d per foot; the present stock consists of 22,000 feet. The import of N. B. and N.S. spruce deals has been rather heavy during the month, several cargoes having arrived by steamers, which has caused prices to decline; by auction St. John averaged £7 7s 4d per standard, Bridgewater £7 7s 6d per standard, and St. Margaret's Bay £7 2s 3d per standard, and by private St. John has been sold at £7 to £7 5s per standard, and Bay Verte at £6 15s 6d per standard, c.i.f. Quebec pine deals have come forward to the extent of 2,627 standards, against 1,042 standards during the corresponding period last year, the bulk of which has been yarded, but sales are reported at £14 10s to £15 per standard for 2nd quality, and £8 17s 6d to £9 5s per standard for 3rd quality. Of merchantable pipe and puncheon staves there are no sales to report.

The arrivals since our last have been 53 vessels, 40,811 tons, against 45 vessels, 33,840 tons in corresponding period last year, and 46 vessels, 33,521 tons in 1880.

From 26th January to 30th June, 1882:—

	Vessels.	Tons.
Quebec.....	7	5,050
St. John, N.B., &c.....	31	33,058
United States.....	63	54,206
Baltic.....	75	32,698
Total.....	184	125,040

From 26th January to 30th June, 1881:—

	Vessels.	Tons.
Quebec.....	4	4,027
St. John, N.B., &c.....	24	25,250
United States.....	57	42,100
Baltic.....	62	24,617
Total.....	148	96,302

From 26th January to 30th June, 1880:—

	Vessels.	Tons.
Quebec.....	2	2,517
St. John, N.B., &c.....	42	41,661
United States.....	42	34,114
Baltic.....	58	33,241
Total.....	174	111,533

SUPPLYING MANITOBA.

The *Northwestern Lumberman* says:—A noteworthy feature of Chicago trade latterly is the shipment of 75 cars—perhaps more—of lumber to Manitoba. Mr. Getchell, of Getchell, Armour & Co., is entitled to the credit of working up this little Manitoba boom, having visited the new Canadian province and put in some personal endeavor to effect the result. The lumber forwarded was all dry stuff, and the resources of the yards all over the district were vigorously drawn upon to make up a shipment of 60 cars, which is evidence that dry stock is not very plenty here. Round prices were paid for the lumber picked up to fill this order, and yet it is said the venture was a profitable one. This spurt of Manitoba business should not be taken as a premonitor for anything extensive in that direction, for coals cannot always be carried to Newcastle, neither can lumber be shipped through the producing regions of the upper Mississippi to Manitoba at a profit, unless it be to satisfy some special demand. In this instance Minneapolis did not have the dry lumber that Manitoba wanted, but Chicago did have it.

The Rev. Charles E. Piper, formerly of Pitt field, N. H., but now of Wakefield, R. I., writes:—"I have used Baxter's Mandrake Bitters in my family for over two years, and as a result have not called a physician in the whole time. My wife had been an invalid for two years, but these bitters have cured her."