



DEVOTED TO THE LUMBER AND TIMBER
INTERESTS OF THE DOMINION.

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PETERBOROUGH, Ont., FEB. 15, 1884.

AN important Michigan industry is the
business of getting out cedar lumber,
which is used almost exclusively for telegraph
poles.

OVER \$100,000,000 is claimed to have been the
loss in woodworking establishments by fire
during the first ten months of 1883.—*Lumber
Trade Journal*.

AT Wilton, Mo., Reuben Wilder was caught
by a tree he was felling. His ankle was broken,
and he nearly perished before he could release
himself from the trap.

ON Saturday, Jan. 12, the Flint & Pere &
Marquette railroad loaded 411 cars of logs,
which scaled 1,203,000 feet. It is the biggest
day's work that the road has ever done in
logs.

DURING a big storm lately a number of logs
broke from the boom on the Nesqueilly river,
W. T., but most of them were saved. In some
places the logs were jammed up in huge piles
from 30 to 40 feet high.

BRITISH COLUMBIA claims to have the finest
growth of marketable timber to be found in
America, and cites as an instance of the size of
its trees, one fir recently felled which scaled 20-
580 feet, in four logs from 24 to 62 feet long.

An Ottawa correspondent says:—An Ameri-
can firm has purchased forty thousand dollars'
worth of sawn lumber from Booth & Gordon, of
this city. The price is said to be good. There
is a heavy demand just now for horses for the
lumber shanties.

It is now believed that the former estimate of
125,000,000 feet of logs as the crop of the Eau
Claire, Wisconsin, will be exceeded by about
10 per cent. and that the output will be very
close to 200,000,000 feet. The favorable weather
for logging operations all over the country is
changing the prospects very materially, and
Michigan is no exception to other pine produc-
ing regions.

THE Muskegon Car and Engine Company,
Muskegon, Mich., will have to purchase 500,000
feet of hardwood lumber, 1,000,000 feet of soft
wood, and 1,500 tons of iron, in order to fill a
recently received order of 500 box cars for the
Nickel Plate road.

LEE JOHNSON, an employee at Hanson & Co.'s
mill at Tacoma, W. T., went insane over the
terrible death of a comrade, at that place, a
short time ago, and attempted to burn the mill.
His plans were thwarted by the night watch-
man, and Johnson was sent to an insane
asylum.

MACBETH & POWERS, of Eau Claire, Wis.,
have taken a contract of 120,000,000 feet of pine,
to be put into the west fork of the Chippewa
river. They run four camps there this season,
and intend banking 15,000,000, of which they
now have 5,000,000 on the skids, and have
banked 1,500,000.

DRINK has been the cause of many a death at
the lumber camps, but the numerous lessons
learned to have but little effect. Thomas Duffy, a
workman in Sage & Co.'s camp, near Roscom-
mon, Mich., while on a drunk last week, was so
badly frozen before being discovered that his
life was despaired of.

A WEALTHY saw mill owner of Savannah, Ga.,
has mailed circulars to the yellow pine manu-
facturers of the South asking them if they are
willing to shut down their mills from July 15
to October 15, the Savannah gentleman believing
that such a course would materially relieve the
depression in the yellow pine market.

THE Thunder Bay *Sentinel* says:—Messrs.
Watt, Moore & VanDusen, lumber merchants
of this place, are getting out piles, and will
shortly commence an addition to their lumber
dock, which will give them sufficient water for
vessels unloading lumber there. Their lumber
yard will be removed to this dock in the spring.

A TREE was cut lately at J. S. Miller's camp,
on Deertail, which measured 6,600 feet. It was
made in six cuts, and scaled as follows:—First
cut, 1,590 feet; second cut, 1,480 feet; third
cut, 1,200 feet; fourth cut, 1,070 feet; fifth cut,
780 feet; sixth cut, 540 feet. G. W. Rathbun
was the scaler. This is one of the largest trees
that was ever cut on the Chippewa waters.

THE large trade done by Russia in deals is
mostly with England. Of 800,963 standard
dozen shipped at St. Petersburg last year 725,977
dozen were for the United Kingdom, other
countries only required 174,986 dozen. It
appears, therefore, that England takes more
than five times as much wood from St. Peters-
burg as all the rest of Europe together, and
most of the other shipping ports, when their
export accounts come to be made up, will no
doubt show a very similar result. If this trade
were interrupted by war, England has plenty of
markets to go to for deals; but where could
Russia find such another customer?

THE FREIGHT ON HARD AND SOFT WOOD LUMBER.

Mr. William C. Bailey, of the hardwood
lumber firm of Bennett & Bailey, Minneapolis,
Minn., was in Chicago recently, and while there
called the attention of some of the railroad
officials to the discrepancy in rates for hard and
soft woods, a difference which hardwood men
are trying to have done away with. Under the
present arrangement the railroad tariff on
hardwood is from 12 to 16 per cent. higher than
that on soft wood. That this is so is claimed
to be a relic of the olden times when none but
the very best black walnut logs were cut, and
when the excellent quality of both logs and
lumber would return dealers such profits that
they could afford to pay a little higher rate.
The freight tariff of a quarter of a century ago
was arranged on that basis and the same per-
centage of discrimination has prevailed ever
since, although it must be admitted that for
several years past the hardwood men have been
forced by the demands of the trade to cut and
ship all grades of wood indiscriminately. To-
day, in shipping a carload of walnut lumber it

is doubtful if the general average will run more
than 20 or 25 per cent. of good walnut, while
the balance will be mostly culls. In these days
of active competition, the difference of a few
cents on rates is a very material matter, and it
has attracted the attention of the dealers in
hardwood, who propose to set the matter fully
before the railroad officials.

Hardwood lumber is always shipped in the
rough, and as freight is paid on a weight basis
the railroads are obviously more favored in that
respect than when handling dressed softwood.
In case of collision, it takes but very little
jamming around to ruin dressed pine, but a car
of rough hardwood will stand considerable
rough usage without material injury, and it is
very much less liable to danger from fire.

The discrimination in freights, too, is apt to
induce "sharp" practices. It is an open secret
that a car of lumber is occasionally sent from a
softwood yard marked pine, when an investiga-
tion would disclose half or three quarters of the
cargo to be hardwood, and in rare cases cars are
known to have been loaded entirely with hard-
wood and shipped from softwood yards marked
softwood, thus saving a considerable amount in
the freight bills, especially on long hauls.

Handicapped by such a freight discrimination
and the evils that must of necessity grow out of
it, how can a hardwood man successfully com-
pete with his more favored rival? An equal
freight tariff would be beneficial to the hard-
wood men without operating to the least disad-
vantage of the dealers in soft wood. It would
stimulate business, and do away with some
wrong practices that have been growing for
some time. The difference in rates is not
intended by the railroads as a discrimination
to build up one branch of the business at the
expense of the other. It is simply following
the old rates of by-gone years, and now that
attention has been called to the question we
trust it will be promptly taken care of in a
manner that will be satisfactory to all concern-
ed.—*Northwestern Lumberman*.

CALIFORNIA REDWOOD.

A San Francisco paper notes the departure
from that port of a ship loaded with redwood
and other finishing timbers of California growth.
The shipment is in the nature of an experiment,
but it is stated that the conditions of cost
transport and market have been carefully
studied, and that there is no doubt of the success-
of the enterprise; and it is predicted that other
ships, and many of them, will follow. It is a
fact well known that Oregon produces a greater
variety and much finer woods than California.
The Port Orford cedar is of the same general
character, but in every practical respect a better
timber than the redwood. Its color is better
for panel and other fine work, and its grain is
more distinct. We have a dozen or a score of
other fine woods, but the best and most beau-
tiful of all is the myrtle, which grows along the
streams of the southern coast. The beauty of
this wood is beyond comparison. It is nearly
as dark as black walnut, mottled with mahog-
any-colored streaks, is hard and susceptible of a
perfect polish, and retains its toughness when
sawed into the thinnest veneering. There is
no ornamental timber, except rosewood, equal
to it. Even the curly and bird's-eye maple, so
much admired, is dingy and cheap-looking be-
side it, and the famous redwood is as inferior as
ordinary cedar is to mahogany. If this beau-
tiful timber were once introduced in the East or
in Europe, we believe that it would soon be in
great demand. It grows in forests in the
counties of Coos, Curry and Douglas, easily
accessible to the ocean. Who will introduce
it?—*Lumber Trade Journal*.

WASTE OF FOREIGN FORESTS.

When the forests of such a country as Cyprus
were destroyed, said Mr. Thistleton Dyer,
in a discussion in the British Society of Arts, it
was like a burned cinder. Many of the West
Indian islands are in much the same condition,
and the rate with which the destruction takes
place when once commenced is almost incredible.
In the Island of Mauritius, in 1835, about
three-fourths of the soil was in the condition of
primeval forest, viz. 300,000 acres; in 1875 the
acreage of woods was reduced to 70,000; and in
the next year, when an exact survey was made

by an Indian forest officer, he stated that the
only forest worth speaking about was 35,000
acres. Sir William Gregory says that in Cey-
lon, the eye, looking from the top of a moun-
tain in the centre of the island ranged in every
direction over an unbroken extent of forest.
Six years later the whole forest had disappear-
ed. The denudation of the forests is accom-
plished by a deterioration in the soil; and the
Rev. R. Abbey, who went to Ceylon on the
Eclipse expedition, calculated, from the per-
centage of solid matter in a stream, that one-third
of an inch per annum was being washed away
from the cultivated surface of the island. In
some colonies the timber was being destroyed
at such a rate as would lead to economic diffi-
culties. In New Brunswick, the hemlock
spruce is rapidly disappearing, one manufactur-
er in Boiestown using the bark of one hundred
thousand trees every year for tanning. In
Demerara, one of the most important and
valuable trees, the greenheart, is in a fair way
of being exterminated. They actually cut
down small saplings to make rollers on which to
roll the large trunks. In New Zealand, Cap-
tain Walker says he fears that the present
generation will see the extermination of the
Kauri pine, one of the most important trees.
All these facts show that this is a most urgent
question, which at no distant date will have to
be vigorously dealt with.—*Lumber Trade Jour-
nal*.

HOW TO CHOOSE MACHINERY.

There are machinery agents going through
the country who make serious mistakes in
recommending to mill builders the purchase of
machinery that is not adequate to the capacity
that will be required of it. Naturally the man
who desires to build a mill usually limits the
amount of money he wishes to invest in it, and
the agent knowing this, figures accordingly. He
must bid against other machine manufacturers,
and as a consequence specifies machinery of a
smaller capacity than he ought to. Often the
purchaser is not an adept in the milling busi-
ness, and he swallows implicitly the story of the
agent; and it often brings him to grief. It is
no rare thing for the owner of a mill to replace
the boilers, engine, and other machinery the
second year, because the requirements have not
been met. This is not only a direct loss to the
mill man, but forever after he will look with an
eye of suspicion on the make of machinery
discarded. No successful mill man ever com-
plained that he had too much power. An
engine doing the greatest amount of work
possible does poorer work than when not sever-
ely pushed, and the same principle applies to the
working of machinery generally. A surplus of
power is one of the most profitable things to
have in a mill. The means of securing it are a
little expensive at the start, but the investment
pays big interest. Such power saves excessive
wear, breakage, makes good work possible, and
prevents a good deal of profanity.—*Northwestern
Lumberman*.

THE CHINESE FOOT RULE.

A writer in the *North China Herald* gives
some curious information respecting the foot
measure in China. At present it varies largely
in different parts of the country, and according
to different trades; thus the foot of the carpen-
ter's rule at Ningpo is less than ten, while that
of the junk builders at Shanghai is nearly 16
inches. But a medium value of 12 inches is not
uncommon. The standard foot of the Imperial
Board of Works at Peking is 12½ inches. A
copper foot measure, dated A. D. 81, is still
preserved, and is 9½ inches in length. The
width is one inch. The small copper coins,
commonly called cash, were made of such a size
sometimes as just to cover an inch on the foot
rule. In the course of centuries it was found
that the foot had increased half an inch, and a
difference in the dimensions of musical instru-
ments resulted. Want of harmony was the
consequence, and accordingly in A. D. 247 a
new measure, exactly nine inches in length, was
made the standard. Among the means em-
ployed for comparing the old and new feet are
mentioned the gnomon of official sun-dials, and
the length of certain jade tubes used according
to old regulations as standards. One of these
latter was so adjusted that an inch in breadth