



DEVOTED TO THE LUMBER AND TIMBER
INTERESTS OF THE DOMINION.

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PETERBOROUGH, Ont. APRIL 15, 1882.

It is thought that there will be more square timber brought to Toronto this year than last. In 1881 there were one million feet sent east from here.

A stick of white pine was cut in a lumber shanty on the Madawaska, 47 feet in length by 36 x 35 inches square. It is said to be one of the finest pieces of timber ever cut in that region.

MR. J. T. LAMBERT, lumber broker of Ottawa, in writing to us enclosing his subscription and an advertisement, concludes in the following complimentary manner: "Your paper is very much thought of here. I wish you another good year's business."

A CHANGE has been made in the Port Hope firm of Irwin & Boyd, who have been doing a business in that town as lumber commission dealers, forwarders, shipping and general agents. The firm in future will transact business under the name of Irwin & Philp.

THE firm of Messrs. White & Moir, lumber merchants, Albany, N. Y., have dissolved partnership, and the same business will be continued by Mr. White of the old firm, his son, and Mr. E. Van Zandt, late of Van Zandt & Co., under the name of Douglas L. White & Co.

E. L. KELSEY, Detroit, Mich., operates in getting out hardwood timber and staves for foreign markets. A few days since he purchased at Milwaukee, Wis., some 9,000 cubic feet of timber and a few thousand of staves. The timber is shipped to Liverpool and the staves to West Indies, via Green Bay and Montreal.

THE President of the Winnipeg Board of Trade stated at a recent meeting that it was estimated that sixty or seventy millions of feet of lumber would be manufactured in Winnipeg, on Lake Winnipeg and on the Lake of the Woods. There was six millions at present in store, and no estimate was made of the amount that was likely to be imported. He had interviewed Mr. Van Horne, General Manager of the C. P. R., and that officer stated that there would be plenty of cars available for carrying lumber this summer, and that every facility would be afforded for bringing in supplies. The brickmakers estimated that 50,000,000 to 60,000,000 of brick would be manufactured.

J. A. MATHIEU, of Port Leyden, N.Y., has entered into contract with the Vulcan furnace establishment at Nowbery, in Chippewa county, Mich., to work up 240 cords of wood per day into charcoal. Seventy-two retorts are also in construction at Wyandott, Mich.

THE largest trees known are probably the *eucalyptus amygdalina*, or "peppermint tree," growing in the Dandenong district of Victoria, Australia, which is said to measure 370 feet to the starting point of the crown, and 417 feet to the top, and another specimen of the same species, is mentioned by Baron Ferdinand von Muller as having attained the height of 480 feet.

THE *Timber Trades Journal* says that a considerable number of American doors has been received at Newcastle-on-Tyne, forwarded via London. During the past few months we hear that 8,580 doors have been landed. It is stated that this importation has had an unfavorable effect on door-making in the district; although the foreign goods are scarcely so heavy as the doors turned out from the local joinery establishments, they are calculated to suit all ordinary requirements.

THE *Kingston Whig* says that Mr. Peter McLaren has been in that city. During last winter he kept up thirteen shanties, and his cut of timber is hence very large. He succeeded in getting his logs, with the exception of about 1,000, to the stretns. The season in Ontario has been one of the worst known, but in Quebec there was plenty of snow. The demand for square timber is reported to be good. Mr. McLaren will send all his to Kingston for rafting and towing down the St. Lawrence.

Messrs. R. & G. Strickland, of Lakesfield, the purchasers of the Dominion Bank limits in the County of Victoria, Ont., have taken out during the last winter 6,000 pieces of timber, and logs to the extent of ten and a half millions of lumber. It is estimated that this is about a tenth of the production of the whole limit. Messrs. R. Dobell & Co., of Quebec, after examining the timber, purchased the whole lot at prices more than five cents a foot above their last year's sales, and they say that the quality is equal to any timber they have examined this season. Messrs. Strickland have been offered \$16 a thousand for their merchantable timber. They have been shipping by Toronto, but next season they hope to ship by the Midland Railway, owing to the contemplated completion of the Sault Ste. Marie branch.

PLANTING FOREST TREES.

THE *Buffalo Lumber World* recently received a letter from Mr. J. A. Hubbard, of North Limington, Me., in which he mentions an instance which is so good an illustration of both the feasibility and the profit of timber culture, that we give it here. It seems that sixty years ago a certain thirty acre plot of land in Brownfield, Oxford county, Me., was cultivated soil, having neither tree nor bush on it. Twenty-five years ago it was purchased by Aaron McKeney, of Buxton, Me., for \$1,600, and last fall Mr. Joseph Hobson, of Saco, Me., paid \$8,000 for it, calculating that it contained 1,300,000 feet of pine timber. They have already cut from it 900,000 feet, and it is estimated that there is still standing about 600,000 feet, making in all 1,500,000 or an average of 50,000 feet per acre—all grown within sixty years, and standing within a quarter of a mile of the Saco river. These are cold facts and can readily be verified by application to any of the parties concerned. In the face of a case like this, it would be folly to deny that pine can be cultivated with profit, and the same is true to a still greater extent of hardwood timber, especially black walnut. The great difficulty is, that the returns are necessarily very slow, and the money invested is locked up for a number of years, but there are few investments which will be any safer or yield larger returns in the end.

But it is not by private enterprise alone that this work of raising new forests to take the place of those removed, should be carried. It is a matter not merely of local, but of national importance. Our law-makers might better busy

themselves in encouraging timber cultivation than in wrangling about the appointment of a custom house official, the distribution of post offices, or the policy of the Government at Timbuctoo. Why should not a "Department of Forestry" be created which should have the sole duty of conceiving and putting into practice measures for the conservation and restoration of our forests? When the people and their representatives become awakened to the importance of the matter, we may hope to see such measures taken as will result in a renewal of our woods, with all their attendant advantages.—*Buffalo Lumber World*.

HAMILTON.

THE *Spectator* has the following account of the Hamilton timber trade—Hamilton is one of the chief ports on this lake at which square timber is received from the back country and shipped to the sea coast. Some timber has already arrived at the booms of the Great Western and Northwestern railways. The timber already here belongs to Messrs. Platt & Bradley, of Hamilton, and Murphy, of Quebec. The Wellington, Grey & Bruce branch of the Great Western, and the Georgian Bay branch of the Grand Trunk bring the larger quantities. The Grand Trunk timber comes from about Wiarton. Platt & Bradley began rafting operations lately. The quantity of timber that will come to Hamilton this year will be less than half the quantity handled last year. The timber will go down to the sea in rafts, very little going by vessel. Staves will be shipped in greater quantities than last year. The business of last season was larger. Thirteen rafts and twenty cargoes of square timber, about 1,600,000 cubic feet, were sent down, besides a raft of spars and masts for Boston. In addition to timber shipments, several cargoes of pipe and West India staves were shipped for the English market. The total value of these shipments exceeded \$600,000. The railways delivering the timber received \$35,000 for freights, and the cost of making up the timber into rafts for towing to Quebec was between \$30,000 and \$40,000. The past winter was such an open one that but little timber was cut, and thus the shipments fall off, but on account of the increase in the quantity of staves, business for vessels will be better in that line. Freights are dull, and the only charter reported by Hamilton parties is from Lake Erie to Garden Island at a figure lower than last season's rates.

HEMLOCK LANDS.

THE *Chignecto Post* says:—There can be no doubt but it is a bad policy for New Brunswick to sell these lands to manufacturers of tanbark extract. There is a limit to the quantity of such bark in the Province. It ought to be saved. New Brunswick is placed in a position to do the tanning for the Dominion. None of the western Provinces have much hemlock, but the Far West will produce great quantities of hides. The rich pasture lands of British Columbia and of the States further east than there are destined to feed the herds and flocks, which will supply meat to Europe. No doubt the exportation will be largely in the shape of dead meat, fresh and in barrels. The hides should be tanned in Canada, and where so conveniently as in New Brunswick? But it will not take long for men like the Millers, and all credit is due them for their energy, to strip our forests of the hemlock bark, and leave the trees, scattered through the woods, a temptation to fire. Whatever may be the motives of Mr. Sayre and his friends in resisting the sale of the lands, there can be no doubt that great care should be taken not to allow our Province to be stripped of her wealth, for the sake of the trifle that is gained.

THE DESTRUCTION OF THE HARDWOOD FORESTS.

There is growing conviction that the hardwoods of the country have not been estimated at their real value by the owners of lands. Deciduous timber mostly grows on high and dry lands that are fit for agricultural purposes. In all new districts it has been the custom from the earliest settlement of the continent to chop and burn the timber in order to clear the land so that the forest land might be converted into fields. The custom has been maintained too

long in nearly every locality in the United States and Canada, with perhaps the exception of some of the remote sections of the south. Since railroads and navigation have been extended, there is scarcely a section so remote from market but that the hardwood products of the forest can be made merchantable if the proper means is taken. There now seems to be no excuse remaining for the indiscriminate slaughter that is made of hardwood timber in some sections of the northern timber bearing states. It is time that in nearly all the northern states, especially in Michigan, Wisconsin and Minnesota, a better appreciation and economy of the hardwoods became the rule. In Ohio, Indiana and southern Michigan, farmers who own a fine patch of timber know what it is worth, for the reason that it has a certain merchantable value. Wherever oak, ash or walnut grows, and railroads are near, there is no question as to their value. But in northern Michigan and Wisconsin the timber, which is of a different character, is less esteemed, and settlers who are fighting hard with rigorous circumstances, look upon the thick bodied and stubborn maple, the smooth and taper beech, and the glossy birch as to foes their progress, and with vengeful axe strike them down, and burn them in slash and log heaps. In doing this they little think of the value there is in the timber that they thus ruthlessly sacrifice—value that may be latent because the settler has not the time nor the money to utilize the timber.—*Northwestern Lumberman*

MICHIGAN PROSPECTS.

THE *Lumberman's Gazette*, of Bay City, Mich., says:—"Notwithstanding the unprecedented high prices of lumber, and the occasional slight elevation, which has during the winter struck almost every grade of lumber on the market, not only at the great manufacturing centres, but also at the distributing points, as well as at the outer source of supply—the retail yards of the country—the demand seems to be as yet unabated, and the reports which reach us from every direction are of the most encouraging character. The outlook, therefore, judging from the present standpoint, is cheering to the manufacturer, the wholesale dealer and the retailer; and the indications point unmistakably to the fact that prices must be maintained, and that there will be no break to seriously disturb the general trade.

Tree Planting in Ireland.

In the course of a recent letter to the *Times*, advocating the above object, Mr. George Ormo Malley makes the remark that "in Ireland as well as in Switzerland no soil is more suited for planting than a rocky one. The bogs of Ireland, especially the deep red bog, is deprived of surface water by a cheap system of drainage, will nourish vigorously the spruce, larch, Scotch and black Austrian firs, together with holly, laurel, and magnificent rhododendrons for undergrowth. . . . The 'nakedness' of our land in respect of foliage is its most melancholy feature, and I need not dwell on what is so well known to every practical farmer, that nothing nourishes the winter grasses or improves outlying stock so much as tree shelter, especially spruce, fir, or other evergreen or non-deciduous trees."

GRUYER'S new mill at Trenton will be in operation in the beginning of May, with a capacity for cutting 400,000 feet in ten hours, employing 600 men and a 1,000 horse power engine with sixteen tubular boilers. A Gahena furnace will consume the waste material. The works have cost \$250,000, and 200 acres of ground have been secured as piling ground. Two locomotives will transport the lumber to and fro, there being five miles of track on the grounds. Sixty dwelling houses are to be erected for workmen.

MESSRS. McMILLAN & McPHEE, of Alexandria, and Mr. Alex. McLennan, of Coteau, have a large number of saw logs on the river Delisle, which is daily expected to open up, the ice being very shaky. A large number of men will be employed on the drive. It is to be hoped that these gentlemen will be more successful on the river this year than they were a year ago, when after many weeks' work and the expenditure of over \$2,000, a large proportion of the drive had to be left "hung up" in the rapids.