

THE OTTAWA'S RAPIDS

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Years and years ago a scheme was promulgated to build what was afterwards known as the Ottawa Ship canal. The intention was to make a water highway by way of the Ottawa river, connecting the great lakes and Montreal. The promoters knowing that the Upper Ottawa contained the greatest water power sites in the world; that these being utilized and with the great highway open to all ships in the world, the valley of the Ottawa would blossom out with prosperity and Ottawa itself would become one of the largest commercial centres on the continent. It is a known fact that the water power spoken of, that is, the rapids of the Ottawa, are, for volume and number, unequalled by any other river on the face of the globe. [No one who has not journeyed over the stretch of waters that lie between the Capital and the broad expanse of Lake Temiscamingue, can conceive for a moment the extent and grandeur of these magnificent and oft-times dangerous waterfalls. With what feeling of awe did Champlain look upon these leaping and foaming cascades when he penetrated these wilds in his vain search for a Northwest passage. Since that time many of the rapids have been materially changed in appearance by the hand of man in order to facilitate the descent of timber and logs, yet a few remain as natural in appearance as when Champlain and his party gazed upon them. Commencing at the Deschenes with its sweep of waters the traveller as he journeys up the stream, comes to the rapid which of all others, the river men like to "run" the well known "Chenault" near the village of Quyon. Onward, and the wooded shores and the rapids of Portage du Fort are reached. From here to Bryson village, a distance of eight miles, the mighty volume of the river rushes through a rocky gorge, weird in its grandeur, with towering, precipitous sides. This rapid is much feared by the voyageur. Many a hardy toiler and courageous riverman has gone down to death amid the foaming waters here. All along the wild course of the rushing foam are land marks pointed out to the traveller, as the place where an adventurous river driver met his doom, and on both sides can be seen the small mound of earth and wooden cross which mark his last resting place. There are many of these graves to be seen all along the route, where the remains of the unknown dead have been placed, close to the deadly rapids where they were hurled into eternity, with the surge of the ever rushing water, and the sighing and murmuring of the wind among the pines chanting an eternal requiem. Further up the stream again the Calumet is reached; here the once raging rapid has been changed by man, large slides have been constructed, and the logs and timber are got through with little trouble. This was the wildest torrent on the whole extent of the river, which at this point narrows down considerably, and the immense body of water rushing through the narrow space made its rapidity and ferocity increase to such an extent that it was impossible to get on without the slides above mentioned.

Running the Calumet is a thing of dread, and haunts the raftsmen's mind when he starts from the upper reaches of the river until he is safely through. Fear has blanched many a brave man's head passing through on a crib; the excitement of one trip is sufficient to last the ordinary man for a life time. Green hands who wot not of the danger go through the ordeal much better than the old hand, who is always on the alert, and if there is the slightest sign of the crib going to pieces in the mad waters a jump is made for the wall which runs parallel with the slide, and the crib is allowed to take care of itself. A legend in connection with these rapids, out of many lovely ones relating to them, is worth telling. In the early days of Canada some hardy voyageurs penetrated to the Huron village of Montreal in bark canoes gathering fur. Just above the rapids the Indians suddenly came upon them, and preferring to face the boiling waters and instant death to the cruel tortures following a capture by the redskins, they shot out into the stream and went headlong over the rapids, and when they at last emerged, the Indians were astonished at seeing standing in the bow of the canoe a white robed figure. And this the raftsmen believe to be St. Anne, who piloted the canoe through the death-dealing rapids. Residents of the locality point to a large stone at the foot of the rapids, erected by the voyageurs to keep green in the memory of the passer the heavenly assistance that came at the eleventh hour. The next rapid in succession after Calumet is "Pacquets," called after one of the old pioneers. This is what is known as a "flat" rapid, that is that there is very little fall and no danger in descending. Passing the Pacquets rapids the Allumette cascades are encountered. Here the river widens into a lake of two miles in width and fourteen miles in length, and this immense body of water finds its outflow through three distinct passages or rapids known as the Allumette, the Lost Channel and Bicket's gorge. They are all formidable rapids of fully two miles in length. It was only a short mile from the head of these rapids that Champlain made his historical visit to the Algonquin Chief who guarded the river passage and extracted the first toll

known in the history of the Dominion. The old Algonquin Chief had a snugfort built here, almost opposite the present town of Pembroke on Allumette Island.

The remains of this fort are to be seen at the present day. Many stone pipe heads and tomahawks have been picked up after a little delving around this fort. It was here also that Champlain discovered as the old chief had been telling him, that the Ottawa river, instead of being the northwest passage, led to "nowhere in particular." Allumette Island is now dotted over with fertile fields, but the memory of the old chief who hunted and ruled over these domains is not forgotten. There is yet a story told of a creak of buried gold which if dug for at midnight on the island will be found. Some years ago a resident dreamt that the spirit of one of the departed warriors came to him and told him the spot to dig at. He told his neighbors, and a rush was made for the place, and many an arrow, and pipe head, and tomahawk was found, and at last a broken creak, but to the consternation of the finders, who expected to find it filled with gold, there was nothing in it but earth. Some of the residents fully believe today that if they had dug at midnight instead of in the day time, that earth would have turned to gold. Leaving this island of Allumette and journeying still upward the Des Joachim is reached. Here the river which has been of the dimensions of a lake for fifty miles, narrows; the rapids here are walled in with slides and the look of nature has faded. Fifteen miles further to the northwest is the famous "Rocher Capitaine" rapids, three miles in length, and as wild and stormy looking as any on the river. The rapid is named after one of the best known voyageurs, Captain Roch, who, coming down in a boat, was thrown on to the rocks and killed. This happened on Stony Monday, well remembered by old Boytonians. Further on still, comes the "Deux Rivières" rapids, four miles in length, and a seething mass of white waters. Then comes the village of Mattawa, and hear the river is very swift. Above the village are "Le Miserable," the "Cave" and the "Mountain" rapids, each formidable and fierce.

The last rapid on the list is the "Long Sault," extending eight miles, and situated at the foot of Lake Temiscamingue. The great body of water from this island sea pours through the Long Sault into the river below. It was thought by the promoters of the Ottawa ship canal that, when opened, the banks of this river would be dotted with mills and factories, giving employment to tens of thousands; they thought that the splendid facilities which nature afforded for manufacturers would be utilized. But politics frowned down on the scheme, and the wild rush of waters goes tumbling on without knowing that if they were caged up they would be of priceless value.

LOGS AND LUMBER.

The following, taken from the Buffalo correspondence of the *Southern Lumberman*, is about as candid a statement as we have seen, given as it is from an American standpoint, of the much discussed question relating to logs and lumber. The deputy collector evidently has not heard that the export duty on logs has been reduced from \$3 to \$2 per thousand.

As this is one of the border markets, we are naturally interested in the discussion of the subject of duty on Canadian lumber and logs. I called on C. C. Candee, our veteran deputy collector, who has served in the custom-house here under at least three administrations as deputy collector, and whose experience entitles him to the credit of being one of the best posted men in the service. He said that as soon as the United States removed the import duty on logs Canada put on a higher export duty than we charge import on lumber. The fact is that this export duty from Canada on logs is intended to prevent the export of logs.

The stumpage on pine lands over there has been put on the market at a lower figure than the same class of stock is worth on this side of the line, and large tracts have been bought by American mill owners on the lakes, whose extensive plants have about cut off the pine in their reach, and they bought their Canada holdings for the purpose of rafting across to their mills. They manufacture the lumber in Michigan, and it goes into the market as Michigan pine.

Now if Canada can, by imposing an export duty heavier than our import duty on lumber, force these people to move their mills to Canada, they and not the American consumers are the gainers. They will then not only get the money for their pine, but also the wages for its manufacture, and the maintenance of the large mills. This is a cross fight between Canadian and American interests. As long as we collect an import duty on logs, all their surplus logs would be brought to the States to be manufactured. Canada-made lumber is not as well adapted to our market as our own make. Canada cuts logs to thirteen feet in length, and they also make their lumber thick enough to dress full thickness to one inch and fractions thereof, and this is not any advantage. It implies increased bulk and consequent weight, which makes cost of transportation greater. Lumber dressing seven eighths of an inch is just as good for practical purposes as if dressed a full inch, and then they grade their home-made stock before offering it in our markets. They reserve the choice grades for European trade, and fill our markets with the lower grades of common, box, and cutting-up. This is directly against the interests of our own goods. It requires the proportion of uppers and selects to enable our dealers to work off their lower grades. Now if Great Britain gets the cream of Canada exports, and the coarser stock only is thrown

into the American trade, other unavoidable conditions follow that they monopolize our box shook, and cutting-up trade, and this tends to depreciate values on our own cull stocks by overloading our markets.

This matter of import duty should be so adjusted as to either force Canada to give us their uppers as well as their culls, or keep the latter out. The proper policy of our law makers should be to make a higher import rate on lumber than Canada puts export on logs, and thus control the manufacture in this country of all Canada stock brought into this market.

The present export from Canada on logs is \$3 per thousand, while manufactured lumber goes out free. Our import duty on sawed stock is \$2 per thousand on everything but four varieties, namely, hemlock, whitewood (poplar), sycamore, and basswood, and on these it is \$1 per thousand, while logs of all kinds come in free. Thus it is clearly seen that the whole question of duty is as to which country shall get the benefit of the manufacture. The duty in no wise affects the price of lumber. The stumpage in Canada, as well as the lower wages paid loggers, enables the lumber from there to pay either the import or the export duty, and still compete with home-grown timber on an equal footing. What is paid the government in either case is saved to the dealer and manufacturer in first cost and cheaper wages paid in Canada.

LUMBER CASES.

Girouard and Delorimier, of Montreal, on behalf of the Canada Industrial company, have entered an action against John Grier, *et al.*, doing business as lumber merchants under the name of J. & B. Grier, of Montreal, jointly and severally with Messrs. George Arthur Grier, of Montreal, and Erskine H. Bronson and Henry F. Bronson, of Ottawa, lumber merchants, to recover from them the sum of \$30,000 damages, on the ground that defendants have caused to have registered a certain protest upon plaintiff's property.

Advices from Quebec state that the transfer of a large timber limit from Mr. John Bryson, M. P., to the Rathbun Co., has been confirmed by the provincial government, although after making the transfer, Mr. Bryson, it is alleged, wrote to the Crown Lands Department asking that such transfer be not ratified. The timber limit in question, which is situated in the neighborhood of Quinze Lake, Upper Ottawa district, was purchased some years ago by Messrs. R. & J. White, of Pembroke, from Mr. John Rochester, for \$20,000. Half the money to purchase the limit was advanced by Mr. James MacLaren, whose claim was subsequently purchased by Mr. John Bryson, M. P. The Whites continued to work on the limit and last year were engaged in taking out logs for the Rathbun Co., when Mr. Bryson demanded payment of the \$10,800 due him. It was arranged that the Rathbuns should pay off Mr. Bryson's claim, taking as security for the money a transfer of the limit, the same security as Mr. Bryson had held. This transfer was made, but Mr. Bryson, so it is charged, asked the Quebec government not to accept it. The matter was referred to Mr. John Poupore, then crown timber agent for this district, who reported that there was no ground rent or stumpage due to the government, and that the transfer from Bryson to Rathbun was regular. Upon receiving this report the commissioner of crown lands confirmed the transfer. The firm of R. & J. White, lumber merchants, of Pembroke, lately became insolvent and the creditors, it is said, propose to take legal proceedings to recover from the Rathbun Co. the limit before referred to. The whole claim of the Rathbuns amounted to \$14,800.

The Common Sense Dry Kiln.

We desire to call the attention of our readers to the advertisement of the St. Albans Mfg. Co., on another page of this issue. This company are the patentees and manufacturers of the "Common Sense Drying Apparatus," which has achieved a reputation both throughout America and Europe second to no other process for drying lumber. It is especially adapted for hardwoods, the process being radically different from all others. The lumber is placed in an air-tight kiln and dried in moisture of heat. The moist air is drawn off by the fan and passed through a condenser which is a cylinder filled with a coil through which cold water passes. Here the sap, held in form of vapor, is condensed, and escapes in a waste pipe. The fan then propels the dried air back to kiln again and through the sweating lumber. It again absorbs sap, and is again and again circulated through the machines, until the drip of condenser ceases, when the lumber is dry. The heating may be done in choice of two ways, either by steam pipes under the lumber in the kiln, or (as in their improved plan,) by a heater encased in jacket and placed outside, attached to fan and condenser, when the heat is thus blown in. Time the quickest and results the best over any known process.