

CEDAR AND HEMLOCK.

The value of the coarser products of the forest has not been well appreciated in the Northwest until quite recently, and even now not all of them are recognized, or their utility and commercial importance apprehended. It is but a few years since cedar was thought worth the labor of cutting; and a distant transportation, except for such trees as were suitable for telegraph poles, was considered out of the question. Now, however, a cedar swamp at all contiguous to avenues of commerce, is esteemed of a value fully proportioned to that of the coarser varieties of pine, and in place of this timber being monopolized by the telegraph companies, it is utilized for fence posts, and is found fully the equal of oak for durability. The Chicago market alone has handled this year 3,000,000 pieces. The railroad companies, also, have discovered that cedar ties, while light of carriage, and consequently comparatively cheap in the matter of transportation, make a valuable and durable tie, well suited for a prairie country, and over 4,000,000 pieces, enough to lay the iron for 1,500 miles of track, have been brought to the docks of Chicago, during the past season of navigation, for distribution throughout the country west of this point.

Thus, almost worthless, as it was considered, white cedar has contributed more than \$2,000,000 to the business of Chicago during the season of 1881, and, doubtless, were the statistics of the entire Northwest available, it could be shown that the forests of the states of Michigan and Wisconsin, with perhaps a small quantity from that portion of Canada which borders on the great lakes, have aggregated, during the present year, a production of the value of fully \$5,000,000 from this same source.

The value of the hemlock forests of the Northwest has not yet adequately dawned upon the minds of those who own large tracts of it, which a foolish and short-sighted lack of appreciation is permitted to go to destruction, while it yields but a trifle of the financial benefit which it is capable of affording. The hemlock forests of Maine, New York and Pennsylvania are made to yield a revenue somewhat commensurate with their actual value; but those of the Northwest are permitted to go to destruction, with scarcely an effort at obtaining a compensation for the labor of destroying them. In the former states the tree is made to yield a revenue from its bark, which forms one of the most valuable tanning commodities known to the world, and its value has been fully recognized by the denizens of the old world, as shown in the fact that England, France and Germany export vast quantities of raw hides to the eastern states of America, to be treated with this valuable tanning property, and returned to the respective countries whence they came, when, after a further treatment, by a process peculiar to each nation, a no inconsiderable proportion of the leather again finds its way to the United States for final consumption.

But the hemlock tree of the East has not fully ended its mission when it has yielded up its bark to the tanner, and the trunk finds its way to the saw mill as a timber second in value only to white pine, for a large portion of the uses to which the coarser grades of pine are adapted. The silly prejudice which is exhibited in nearly every section of the western country against the use of hemlock as a building material, is in marked contrast with the high esteem in which it is held in all the eastern states for all the uses included in the category filled by dimensioned lumber. Eastern builders of large warehouses, saving their choice between the use of white pine and hemlock, almost invariably choose the latter, from its greater stiffness and strength, knowing that its durability is unquestionable in all points in a building where it is free from imitations of wet and dry. A western builder, on the contrary, although able to obtain hemlock at a reduced price from the cost of pine, invariably rejects it, and refuses to have it placed in his building, simply because he does not know anything about it, and thinking that he does know all about pine, will permit quick rotting saw to be placed where sound hemlock would outlast it, two to one. The farmer of the West would pay one-third more for pine boards with which to build his granaries, notwithstanding that the advantages of hemlock, in excluding

rats and mice would often save the price of the building in waste alone, before it had been in use three years.

The forests of Michigan and Wisconsin, as well as those of Canada, abound in scattering hemlock, and at least 1,000,000,000 feet of good timber in those localities stripped of its bark each year for local tanning purposes, while the trunks of the trees, which might be utilized in the manufacture of valuable lumber, and at an expense greater than would be incurred in bringing them to a saw mill, are tumbled into a log heap and burned to get them out of the way. It is but a few years in the future when hemlock timber will assume the position in the West which it already holds in the East, and those who now so ruthlessly destroy it will come to think of it as did many, regarding the pine, black walnut and oak, which a quarter of a century ago were cut down and burned to get them out of the way.

The forests of the old world are almost wholly denuded of their tanning materials, and what is left is guarded with jealous care. The hemlock resources of the eastern states are becoming so limited as to receive a marked measure of watchfulness, those of the Northwest are yet abundant, and it behooves their possessors, in view of the recent discoveries which enable the bulky bark to be compacted into economical shape for transportation even to Europe, to conserve and protect this valuable timber, which in many respects is more available to the uses of man, and possesses an economic value of greater extent than the pine. The latter is of the greatest value, as a firm building material, in which it will always prove superior to hemlock or any other timber, but it is valueless as to its bark, or even as railroad ties. The hemlock, on the contrary, as a coarse building material, is in every respect equal to pine, its limbs, when of sufficient size, are available and valuable for the manufacture of ties, while its bark has no superior as a tannin. Let those who now control the hemlock forests of the Northwest learn the lessons of its value, as taught them by the denizens of the old world, and of the eastern states of our own country.—*Northwestern Lumberman.*

NEW BRUNSWICK EXPORTS OF WOOD.

The *Monetary Times* says the export of sawn lumber and square timber from the port of St. John forms at all times an interesting feature of our trans Atlantic trade. This year's shipments continue to be principally made by the same parties as in former years. During October, however, a larger proportion appears to have gone to the Continent of Europe. The October statement shows that out of a total export of 18,489,000 feet of deals, battens and ends, 2,738,000 feet, or about 15 per cent. went direct to the Continent, forty per cent to Liverpool, and thirty five per cent to London. The remaining tenth was shipped to Irish and other ports in the United Kingdom. The number of vessels despatched for the month was 25, of an aggregate tonnage of 11,437. These carried, in addition to the deals, &c., already mentioned, about 360 tons of birch timber and 967,000 feet of scantling boards and palings. The leading shippers were in order, Alex. Gilson, R. A. & J. Stewart Guy Bevan & Co. W. M. Mackay, and we perceive in the list the name of the Spool Manufacturing Co. of Peticodiac, as shippers of 110,000 feet, mainly deals and battens.

The lumber and timber shipment of the season from St. John to ports across the ocean, i. e., for the ten months from the beginning of the year to the end of October amounts to 179,000,000 superficial feet of deals and boards, 3,969 tons of birch timber, and 806 tons of pine timber. These are classified as under:—

LUMBER.	
Deals, battens and deal ends, sp. ft.	172,074,735
Boards and scantlings sp. ft.	5,756,285
Palings, pieces	395,000

TIMBER.	
Pine timber, tons	806
Birch, tons	3,969
Of the timber, 2,938 tons of birch and 743 tons of pine went to Liverpool, 1,002 tons of birch to Carnarvon, and the remainder to Dundalk, Wexford, and Waterford. Of the lumber, about 20,000,000 feet went to Bristol Channel, nearly 20,000,000 feet to the Continent, 7,700,	

000 to Scotland, 1,200,000 to Australia. But 77,000,000 feet, or about 43 per cent. of the whole, was destined for Liverpool and London.

The proportions shipped to various ports are shown by the following list:—

	ft. deals, &c.	ft. boards, &c.
Bristol Channel	24,985,006	1,180,217
Continent	10,683,334	206,281
Glasgow	7,082,239	220,576
Queenstown	1,232,649	37,074
Liverpool	59,494,763	3,000,621
London	14,523,006	597,496
Belfast	5,578,064	....
Dundalk	1,584,004	....
Limerick	2,420,001	....
Londonderry	3,952,918	....
Fleetwood	446,008	....
Waterford	806,083	....
Silgo	406,703	....
Wexford	679,977	....
Newry	1,721,570	1,167
Droghda	767,119	....
Carnarvon	600,669	....
Cork Quay	6,059,903	52,455
Portrush	574,201	....
Dublin	7,083,444	20,488
Westport	633,294	....
Bantry	426,602	....
Galway	540,795	....
Africa	1,000,331	114,324
Mumbles f. o.	702,513	11,977
Warrenpoint	1,078,647	....
Ayr	415,115	....
Australia	1,905,804	52,607
Dungarvan	422,059	....
Faversham	689,983	1,088
Wicklow	914,540	....
Plymouth	440,546	....
Clare Castle	316,624	....
Hare Island	567,739	....
Barrow	1,390,704	54,046
	172,074,735	5,756,285

THE LUMBER BUSINESS IN AUSTRIA.

The following interesting letter appears in the *Northwestern Lumberman*—

MOKRE, POST SZCZAWNE, GALICIE, (AUSTRIA, October 26, 1881.)

Doubtless this letter is written by one of your most distant readers, but coming, as it does, from the Carpathian mountains, now the most important forest region from which the middle European lumber markets receive their supply, it may contain some items of interest.

The greater part of the woodland in this country is fir and pine. There are also large quantities of oak and maple, and considerable beech. As the principal woods are fir and pine, all my remarks about the lumber business will have reference to those two kinds. The lumber in this country is counted by the cubic foot, but the following statements refer to English square feet, and the prices are reduced to your money standard.

The saw mill business in this country, as compared with that of America, is much behind the times. The wealth of wood is immense, although when timber is bought in large quantities it is very cheap, selling at from fifty to eighty cents per thousand feet. Wages in the Carpathian mountains are very small, ranging from fifteen to twenty cents per day. The saw mill man here does not generally make much money, but it is his own fault, and is owing to his old fashioned, expensive way of operating.

There are some mills here with eight and nine gangs, although the majority of them have but three or four, and as many small circulars, with benches for edging boards or cutting lath. The maximum capacity of such a mill is from 15,000 to 20,000 feet in twelve hours; but as the gangs need a great deal of repair, from 12,000 to 15,000 is a good average. Such mills cost from \$20,000 to \$25,000.

The logs are mostly brought to the mills on waggon, and it is seldom one sees railways, drives, etc. The reason for this may be that wagonage is very cheap, running at from fifty to eighty cents per day for a two-horse team, though the work is often so meanly and unsteadily done that half of that money is too much to pay for it. For cutting down the trees and working them up into logs the price is forty-five or fifty cents per thousand feet. The cost of bringing logs to the mill is from \$1 to \$2 per thousand feet. The cost of cutting the logs into boards is usually \$2.50 per thousand feet, though it is sometimes \$3 and \$3.50.

The average price of first-class lumber is

\$3.20; for second class, \$7, and for third-class \$3.50. Most of the mills work with small capital, and are obliged to buy the wood in small quantities and pay from \$1 to \$1.40 per thousand feet for it.

I am sure that the cost of production, as well as that of bringing the logs to the mills, by proper management, could be reduced one-half, and that an American saw mill man, with ample capital, and a well-arranged mill, could do a very good business here. There are enough American oil men in this country looking up business, but I believe that lumbermen would find a more profitable field for their business.

Should any of the readers of the *Lumberman* wish to learn more of the state of the lumber trade here, I will answer any enquiry with pleasure.

FRED BADER.

THE DULUTH LUMBER CO.

The *Lake Superior News* says this is the title of a new lumbering concern that proposes to take a large share in the development of Duluth's manufacturing industries. This company is organized under a charter from the State of Illinois, and will have an office in Chicago as well as in Duluth, though its main business will necessarily be transacted in the latter place. The officers are, S. K. Martin, President, R. L. Henry, Treasurer, Geo. Green, General Manager, and H. B. Moore, Secretary, the last two gentlemen having their office in Duluth. The capital stock of the company is \$300,000, and a portion of this sum is already being invested in a saw mill, now well under way. The piles for the foundation are all driven, the mason work largely completed, and the framing also well advanced. The mill is to be 160x54, with a wing 31x64, and the engine room 64x50. Six boilers will run the huge engine, which will have 500 horse power.

The mill will be supplied with a circular saw and also a gang, with edgers, trimmers, steam feed, and all the latest improved machinery, and will have a capacity of 100,000 feet per day. The mill will be in readiness for business by the opening of navigation next spring, and already the proprietors have contracted for 25,000,000 feet of logs, part to be cut on the St. Louis river, and part on the South Shore.

Mr. H. B. Moore, the secretary of the new company, has been in Duluth for a year or more, and is reported to be thoroughly posted in all branches of the lumbering business. Mr. George Green, the general manager, is a new comer, but the fact that he holds such a position in this strong corporation is a guarantee that he is a competent business man. Duluth may consider herself fortunate in securing such an addition to her lumber firms as the Duluth Lumber Company.

A RESTIGOUCHE SPOOL FACTORY.

The Spool Factory of Messrs. C. G. Beckwith & Co., at Jacquet River, Restigouche County, which was destroyed by fire a short time ago, is being rebuilt and will be ready for operations in a few weeks. The new building will be a much more substantial structure than the former one, and better adapted for the purposes for which it is intended in many respects. The main building is 150 feet long by 36 feet wide, and has 14 feet posts, with rafters 36 feet, which gives it a very heavy, steep roof. This is to prevent snow from lodging on it, which caused a great deal of trouble to the former building last winter, often endangering the roof. Besides the building, the dimensions of which are given above, there are the boiler and engine house in connection with it on the north side, and another building 80 feet in length joined to it at the east end, which is intended for kilns, etc. On each side of the roof of the main building are two rows of windows, built dormer fashion, which light the upper story under the roof, so that the whole building is as convenient and well lighted as if it were really a two storey one. A blacksmith shop, a large cook house and several dwelling houses stand near it, forming the nucleus of a village. The site of the factory is on a branch of Armstrong's Brook, about two miles from the I. C. R. station at Jacquet River. Great quantities of white birch, of excellent quality for spool making, grow in this district. Thirty or forty men are