

QUEBEC PUBLIC LANDS.

Mr. R. LANIGAN has published a letter on the public lands in Quebec Province that contains much of interest to lumbermen, and we therefore give the following extract from it:—"The Government has about fifty thousand square miles of timbered lands licensed to lumbermen. What does it know about these lands? Very little indeed. The purchaser of a timber berth has no title. Only the right to get his license renewed year by year till 1889. There is no inducement to husband his timber. The inducement is to cut it off, and realize his outlay, and this often to detriment of the timber market. Another reason for haste, is the fact that new townships are being surveyed, often in the heart of timbered territory, and if he does not cut his timber at once he will lose it. Strange, this selling to bogus or other settlers of the best timbered lots in his territory. These to retain their lots must clear land, and start free. This is done in the face of the law which insists that, "no person shall, at any time, set fire or to cause to burn, any tree, shrub, or plant growing, or standing in any forest, or at a distance of less than one mile from any forest." But you will say, "if he cuts it down he may burn it," just so. But he must not do so at any time between the 1st July and the 1st September. What does this law do to prevent forest fires? nothing, for it is never enforced.

"Every one who has thought of the preservation of our forests, claims that what are usually known as timbered lands, should be reserved forever as such. It is ruinous to bring settlers into a pine country. They cut down and burn more timber than would pay the price of their lands three times over. Fires started to clear, run and go into the forest, and as a result, the explorer for timber often meets with miles of burned country in the vicinity of such new settlements. Legislation, as long ago as 1875, provided for the isolation and protection of timbered or forest lands, but up to the present day scarcely anything has been done to carry out the law. It is to be hoped that, in consideration of the increasing value of our timbered lands, the Department which has such matters in charge, will, before long, give the provisions of this law some practical effect.

"After all is said, it must not be forgotten that Quebec does not own a very large extent of pine bearing territory. Ascend any of the northern rivers which empty into the St. Lawrence or the Ottawa, for a distance of eighty or a hundred miles, and see where is the pine, and what is it like? As the height of land is reached the white pine grows short and shrubby, while further north you meet only with hard red pine or spruce, and at such a distance, these woods are not of any market value. It is presumed by those who have pretty fair facilities for judging that all the really valuable timbered lands of the Province are under license. It also pretty well known that large portions of these lands are completely denuded of pine. In fact, it has become so difficult of late years to bring timber and logs to driveable streams on account of the increased distances to haul, that it costs the lumbermen one-half more to-day than it did twenty-five years ago. The Government has no more unlicensed, or virgin timbered lands for sale that are worth the buying, yet with these facts staring him in the face, one of those at the head of the Public Lands Department complacently exclaims, "happily for Canada we have not to create forests, only to preserve them." Holders of timber licenses to day know that three years hence, some change will take place, both as to the renewal of licenses, and the tariff on stumpage. In the uncertainty how Government will act after 1889, present occupiers of timber territory are hastening to cut all they can, with, it is to be feared, very disastrous results to the lumber market. It is very difficult to get the Government to show its hand; and with our short lived Cabinets, it is difficult to say who is in power in 1889. However, in the interim, it would not be injudicious for the present Government to give the holders of license some assurance as to the course likely to be pursued by the C. L. D. after 1889. In fact, it would be only fair to our lumber merchants and the entire Province, that this were

done without further delay. It is supposed that our mines are a source of wealth to the Province. We have gold, silver, galena, copper, asbestos, iron, phosphato, nickel, cobalt, antimony, graphite, mica, and all the materials for building, and the arts. What are all these worth to the Government? Why in 1884 and 1885 the Government received the enormous sum of five hundred dollars, and expended four thousand. This is about as good as expending ninety cents on an acre of land, and selling it to the settler for thirty cents.

"The fisheries did somewhat better, and yielded a revenue of three thousand two hundred dollars. Why not continue re-stocking our magnificent lakes and rivers, and thus multiply their value three fold? Our game, and fur bearing animals, grow scarcer year by year. Cariboo are about extinct. Red deer are seldom seen; while the bear, otter, and other fur bearing animals, are rapidly diminishing. If an efficient cordon were established around our forest reserves, and settlers kept out of these timbered territories, our game and our fur bearing animals would rapidly increase, and ultimately become a source of revenue to the Government, instead of an expense. However, these latter are but minor considerations, compared with the management of our woods and forests. This will at once become evident when we take into account that the revenue derived from these alone, amounted in 1884-5 to \$660,757.13. Our neighbors south of forty-five are buying up our timbered lands and carrying off our saw logs to cut them up at their own mills. A small export duty was imposed on saw logs. Now, our neighbors tell us sawed lumber will not be admitted free into the United States from any country which imposes an export duty on the unmanufactured article. This is a bid to induce us to remove our export duty on saw logs; and strangely enough, at this very juncture, a paragraph appears in our Canadian newspapers saying it is almost impossible to collect this small export duty. Very well, remove the export duty, but impose a double tariff on stumpage, and let our Government give a rebate of one-half on all saw logs manufactured in Canada. The Canadian Government will not thus break faith with "limit holders, as regards saw logs, and some suitable arrangement could easily be come to with our square timber men. In any case, I hope our Government will not yield one inch to brother Jonathan."

SEASONING TIMBER.

The importance to the engineering the allied trade of being able to obtain a good and sufficient supply of thoroughly dry and well-seasoned timber is very great and yet is urgently wanted it can at times be hardly obtained at any price. The construction of railway and private carriages, for shipbuilding and Government military requirements, such as gun carriages, carts, ambulances and other wagons, with their wheels, and the manufacture of Mansell wood railway wheels, agricultural implements, etc., are a few out of many instances where large quantities of dry timber are wanted often at short notice. In the periodical cases of war there are large contracts, thousands of pounds in value, often given out by the War Department for some of the above named articles to be made in the shortest possible time. As may be imagined, under these circumstances, the country is scoured in all directions by the timber buyers of the various contractors who will give almost any price that may be asked for well-seasoned planks, suitable for their purpose. Every little dealer in out-of-the-way places is visited and their small stock purchased, but, notwithstanding every effort, the stipulated time in which the work should be delivered often expires before the material is brought together from which they are to be manufactured. The most severe inspection, too, is exercised by the arsenal officials, both of the contractors' work and after delivery at their destination, and all the woodwork showing the least signs of shrinkage, dead knots, sap, or oven discoloration is at once condemned, and has to be taken out and replaced by other. The amount of waste is therefore very considerable, often being twice as much as the part really serviceable—even after the greatest care is taken to select suit-

able planks for which the highest prices are given.

Most of our large railway companies keep immense stocks of timber, both in logs and planks, which supply their own requirements, being kept sometimes for seven or eight years seasoning before being used. The Midland Company for example, at Derby, have usually from seven to eight thousand logs of Moulmein Honduras mahogany, New Zealand kauripine, oak, ash, and other woods, besides immense stacks of Baltic redwood and other deals in stock, the total value being something over £100,000. The way usually adopted for seasoning timber is to cut the logs into planks at once, and stack them upright in racks in a drying shed, through which a current of air can freely pass, the sides and ends of the shed being constructed of narrow boards ranged vertically with a space of two or three inches between. The planks are kept apart from one another by pegs in the rack and are placed with the root end upward. If ranged horizontally in piles a space of about three fourths of an inch is left between each board by means of pieces of stick upon which they rest. Thin boards and panels are generally kept in this way, and they are cleaned and shifted from time to time, as at stock taking periods so that they do not stop too long in one position and allow fungus to accumulate upon them. Much timber is kept in the open air for sake of room, but the ends are more apt to split than if kept under cover, owing to the alterations of wet, dry and, sunshine.

Although naturally dried timber is without doubt superior and much to be preferred, it is, from its scarcity and the time taking for seasoning—from three to seven years, often supplemented for many purposes by quicker methods of drying, such as by stoves, kilns or steaming—many processes of which exist. In the United States most of the railway companies and carriage builders use kilns into which piles of planks placed upon trolleys are wheeled upon rails running into the interior. The Pullman Palace Car Company, for instance, have a range of eight of these kilns, or "lumberdryers" on their premises under the Curran & Wolff patents, which has a storing capacity of 30,000 feet of one-inch plank, and which is capable of drying eight thousand feet every twenty-four hours.

The latest invention for drying timber, in common with many other things, is that claimed by Mr. Jennings, of Boston, Mass., a description of which has recently appeared in one of the daily papers. By the "Cool Dry Air Process," as it is termed, the materials are placed in a chamber through which a continuous current of dry air passes. This current is previously drawn through a furnace in which it is heated to a temperature of about 600° F., which dries up all moisture contained in it, and afterwards cooled by a vigorous circulation of external air around the pipes containing it to about 90°, when it is propelled by fans through the drying chamber. In one of these chambers fixed at the saw mills of Messrs Smith and Co. Pimlico, it is stated that a quantity of birch weighing 45 cwt. 2 qrs. when put in was subjected to the process for 94 hours. It was then taken out and said to be thoroughly seasoned, its weight being reduced by the operation by 10 cwt. 2 qrs. 24 lbs. In the case of ash planks, too, out of 47 cwt. 3 qrs. of this wood, 21 cwt. 1 qr. of moisture was extracted, while 22 cwt. of mahogany gave up 5 cwt of moisture in 96 hours. It is stated that planks of English oak two inches thick were finished in nine days that would have taken three or four years by natural drying. All the above effect were accomplished by a current of 62,000 cubic feet per minute, the temperature of which never exceeds that of blood heat. Should the wood dried by this system be equally free from shrinking, warping, or other defects, and be found to stand the test of time as well as that of naturally-dried timber—which, however, we very much doubt, as hitherto all attempts in this direction have proved much inferior—a great future lies before it, as it will furnish a much needed supply of seasoned timber.—Mechanical World.

GILMORE & Co.'s cut of logs this year is 740,000 pieces, and Rathbun's 650,000 pieces. The two cuts represent 115,000,000 feet of lumber.

THE CHAUDIERE.

It has been a well known fact for some time that the Shepard & Morse Lumber Company have been large buyers in this market for lumber to be cut during the ensuing season. The purchases of this company, as near as can be found from reliable information is about as follows:—

- Lord, Hurdman & Co., 33,000,000 ft.
Grier & Co., 18,000,000 ft.
E. B. Eddy, 10,000,000 ft.
McLaren & Co., 8,000,000 ft.
Hamilton Bros., 4,000,000 ft. and about 5 to 10,000,000 ft. in different small lots, making the purchases of the S. M. L. Co. in this vicinity in the neighborhood of about 70,000,000 ft.
The Chaudiere mills output is estimated at 400,000,000 ft., made up as follows:—
J. R. Booth, 60,000,000 ft.
E. B. Eddy, 65,000,000 ft.
Bronson & Weston, 60,000,000 ft.
Perley & Perley, 55,000,000 ft.
Grier & Co., 20,000,000 ft.
Lord, Hurdman & Co., 45,000,000 ft.
McLaren & Co., 20,000,000 ft.
W. McClyment & Co., 15,000,000 ft.
Gilmour & Co., 65,000,000 ft.

This does not include the output of the following concerns, which rightly belong to this district, viz.:

- W. C. Edwards & Co., Rockland, 50,000,000 feet.
Buckingham mills, (McLarens and Ross's) 35,000,000 ft.
Hamilton Bros., at Hawkesbury, 50,000,000 ft.—Ottawa Journal.

A TERRIBLE ACCIDENT

The Perth Courier relates particulars of a fatal accident to John Hamilton, who was in the employ of Mr Peter McLaren, he had been driving Mr. McLaren's family round the town, and then proceeded to take the horses back to the stables at the farm. Here other workmen were engaged in cutting wood with a circular saw driven by steam, and Hamilton requested one of them to put the horses up while he fed the saw, a work to which he was unaccustomed. He had not fed in more than two or three sticks when, probably owing to too much pressure being used, the saw burst. One piece struck Hamilton on the breast, and rent up his bowels, stomach and breast cutting into his heart, and, of course, killing him instantly. The laborers were horror struck at the sight, and could do nothing but carry the dreadful news to their employer and the victim's family. The wife of the unfortunate man fainted away on hearing the fell tidings, and, even now has hardly recovered full consciousness. Deceased was only out from Scotland a short time, and was a steady good workman. He leaves a wife and two children.

THE MUSKOKA CUT.

The cut of pine timber in Muskoka this winter, says the Herald, so far as we have learned, been 80,000,000 feet, as follows:—

Table with 2 columns: Name of company and quantity in feet. Includes Oneario Lumber Company (18,000,000), Georgian Bay Lumber Co. (22,200,000), C. Mickle (10,000,000), Thompson & Baker (7,000,000), T. B. Tait (Draper Mill) (1,500,000), T. B. Tait (Gravenhurst) (1,800,000), J. Taker (2,320,000), Jas. Dollar (2,000,000), C. King (1,200,000), Lehman & Peery (2,000,000), John Collins (1,000,000), John Whitehead (1,000,000), Muskoka Mill and Lumber Co. (10,000,000).

THE Deseronto Tribune says that there are indications that the coming summer will witness brisk times in Deseronto. A very large force is at present engaged in the shipyard on the steamers Quinte, Armenia, Nile, etc., and on Mr. Evan's new venture, the construction of railway cars, a new department added to the shipyard. The large orders for lumber necessitate the employment of many men loading cars and sorting lumber in the yard department. Although the season is just commencing the ash and door factory is working to its full capacity to fill orders, and the cedar mill has a large staff at present on its pay list.