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IN THE LUMBER WOODS.

THE current number of the Canadian Magazine, a journal that is making encouraging progress, and creditably represents the best thought of the Dominion, contains an interestingly written paper, with illustrations, on lumbering in Canada, written by Mr. E. C. Grant, the well-known manager of the Ottawa Lumber Company, of Ottawa, Ont. Mr. Grant writes, not alone with literary grace and skill, but is able from out of his long and practical experience to impart much valuable information concerning the actual work for cutting the standing timber, preparation of the drives, etc. We give here an abridgement of Mr. Grant's paper.

Prefacing the paper with a colloquid account of the engagement of a gang of logmakers for the winter's work, whose wages, it is said, will range from \$15.00 to \$60.00 per month, and the men having been started on their season's journey, Mr. Grant gives a facetious description of the journey. There is the running of various rapids, the handling of the load, often coupled with tests of strength by the heartiest of the men, showing who can carry the largest load on his back. The camping over at night with an account of the improvised spread for supper is pleasantly told.

Destination reached the men quickly settle down to business. The foreman is the earliest riser in the shanty; he gets up to waken the cook, who prepares the breakfast and gives the rest of the men a call about fifteen minutes before it is ready, which is more than ample time for the completion of a standard bush toilet. The cook really reigns supreme in his domain, and, as a rule, is quite a character, and should he be endowed with the proper qualifications, he will be a great favorite with the men and give them great amusement in their idle moments. If he is quick at repartee, he will be able to repel the jocular attacks on him which they all make from time to time. So much of his time is taken up attending to his cooking and baking that he is allowed an assistant, called a "chore boy," who cuts the wood, washes up the dishes, and makes himself generally useful.

The first men to start out are the log-makers, who generally go in gangs of about four each. Each four is in charge of a head log-maker, who, as a rule, is an old hand and able to judge the quality of a tree as it stands, and who notes a great many trees, which to an inexperienced person might appear sound, would upon being felled, be found to contain either bad shake, punk, rot, or other defect, and not worth the labor spent in bringing them to earth. If square timber is to be made, as well as logs, then when the tree is felled the head logmaker will be able to tell at a glance how much of it will make a perfect square, and if satisfactory, a chalked line will be produced and fastened to each end of the tree, over the part to which the piece is to be squared. Then it is pulled up in the centre and suddenly let go, causing it to strike the log sharply and leave the mark of the chalk the entire length. The same thing is done on the other side of the upper surface; and two men, called liners, take their positions on the top of the log, and with their axes chip out the sides to within about a quarter of an inch of the chalked line. Then the hewer comes along with his broad-

axe and finishes these sides, making an even surface plumb with the lines. The log-makers, who have been going through the same process on other trees, return in the afternoon to the ones that they were at in the morning, and, turning them over, treat the other two sides in a like manner; and the hewer who has been following them up, also comes around again and completes the stick. Any pieces that are left over, or will not make timber, are cut

of which a capstain is securely fastened, while at the stern they fasten the booms. Then one end of a rope is attached to the capstan, while the other end is taken off in a boat to a distance of about one hundred yards and "snubbed" to a large tree. After this has been done the men return to the crib and start working at the capstain until the logs have been drawn up to where the rope has been snubbed. The same process is repeated until a point is reached where the river is navigable.

Then the logs are taken to the point of consumption by a towing company. Before reaching this point, however, they may have come to a rapid where the booms have to be loosened and the contents allowed to run through them as best they may. If the water is fairly deep and the rapids not very rocky, there is not much difficulty to contend with, but should the logs begin to jam, there is no telling when the jam will break. I have seen two or three hundred thousand logs tangled up to such an extent that the men had to resort to explosives to move them.

A great deal of knack is brought into action during one of these jams. It is a great thing to be able to locate the key logs, which, when once displaced, start the logs moving. As the drivers run a great risk of being caught by the logs, when they start to move, they have to use every precaution. When the key log is found, they drive a long spike into it, with a ring

attached to the other end; then a rope is tied to the ring and the log is pulled out of position by the men on the shore, after giving the others time to get out of the way.

As one can readily see, this mode of locomotion would be most injurious to the square timber: which, when it reaches a more navigable part of the stream, is treated in the following way: All the pieces, as near as possible, of a uniform size, are gathered together and made into cribs about twenty-three feet wide and anywhere from thirty to forty feet long. The length does not matter, but, as they have to pass through a number of slides, the width must not go over twenty-three feet or they would be unable to do so. After the cribs have all been made up they are fastened together with what is called cat-pieces. These cat-pieces are made of a piece of three inch deal with a hole in either end, through which the stakes that have been driven into the cribs are passed. Then a sufficient number of small cabins are made, each to accommodate four men, and placed on the loading sticks of the cribs, and, the raft-oars having been sawn, we are ready for another start. A steam tug takes us in tow and drops us at the head of the first rapid, where we snub the raft and prepare to make the descent.

As the cribs run through the rapid they are caught up at the bottom and again fastened together and prepared for the next tow, and so on until they reach the point at which they are taken apart and loaded on ship-board for some foreign market, for the square timber is very seldom used for home consumption. While the rafts are passing by Ottawa, en route, you may often see a party of visitors running some of the slides on the cribs, or else partaking of a meal on the raft cookery, a novel experience to many.



HAULING LOGS TO STREAM.

up into saw logs of lengths ranging from twelve feet six inches to sixteen feet six inches, these being the lengths commonly used for the manufacture of lumber.

The logs of timber being finished, along come the road-cutters, who clear a space wide enough to permit of the logs being hauled to some lake or tributary of the main stream.

The logs all having been drawn on to the ice, a good deal of delay is often caused, waiting until it breaks up and allows the driving to commence. When the ice starts to move it does not take long to clear the creeks, as, the water being high, it is an easy matter to roll the



A RAFT.

logs down the banks into the stream. As the logs pour out of these streams into the main river, they are caught in a pocket, or boom, which is made of long, flatted pieces of timber securely fastened together with chains which are passed through holes in either end of them. After collecting all the logs and timber which have been taken out, the drivers construct a capstain crib, to the bow