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BY THE WAY.

DR. NANSEN made his recent Arctic expedition in a vessel built of Douglas fir, which he is said to have chosen in preference to all other woods. The logs from which his ship was built were cut from the forests of Washington. During the voyage the ship was subjected to great hazard from ice floes, as is shown by the following dispatch to the London Chronicle: "We were regularly exposed to violent pressures, caused by the changing spring tide. The "Fram" was once or twice lifted from six to nine feet. The bottom became visible and rested on the ice. So little effect did this have on the ship's timbers that the men continued their slumberings undisturbed."

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In the West Coast and Puget Sound Lumberman we find the following remarks relating to a former Ontario lumberman: "Mr. T. H. DeCew, who is now the owner and operator of the Ainslie mill at Ainslie, was in Tacoma last week superintending the loading of 200,000 feet of lumber, which he is furnishing as a part of the cargo of the "Aida," for China. The timbers are 24' x 24", 40 to 100 feet. Mr. DeCew is well pleased with his plant. It has a capacity of 100,000 feet per day, but his average cut now is about 50,000 ft. daily. He has 100,000,000 feet of timber accessible to his plant, and when that is exhausted he may remove the plant to his tract of 3,700 acres of timber land near Albany, Ore. His eldest son is conducting the business which they are closing up at Essex, Canada, and will also remove to Washington at an early date. Mr. DeCew has been shipping most of his output th is far by sea, loading at Kalama. Last month he shipped a cargo of 300,000 feet to South America."

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CANADIAN spruce is rapidly becoming in favor in many of the foreign markets of the world. Within the past fortnight Messrs. W. H. Crossman & Bro., of New York, have shipped two cargoes from St. John, N. B., to South America. This firm ships annually millions of feet of lumber to that market, their vessels loading at Portland and Philadelphia. Should the recent shipments from New Brunswick prove satisfactory, however, they will no doubt be followed by others. Mr. Tordoff, inspector for Messrs. Crossman & Bro., made the

following statement regarding the quality of the shipment: "I am agreeably surprised at the quality of the lumber being sent to the vessel by Cushing & Co. I have in my time inspected cargoes of spruce and pine at almost all the important shipping ports in Canada and the United States. The pine lumber cut on the Ottawa has always enjoyed the reputation of being the finest lumber taken out anywhere. This is hardly to be

OPENING OF THE FOREST CAMPAIGN.



"Make we here our camp of winter,
And through sleet and snow,
Pitchy knot and beechen timber
On our hearth shall glow.
Strike then comrades—trade is waiting;
On, our rugged toil,
Far ships waiting for the freighting
Of our woodland spoil."—WHITTIER.

wondered at, because pine being a softer wood, is much more easily prepared for market. But the spruce lumber which Cushing & Co. are supplying for this cargo is the equal in appearance and quality of any lumber I have ever seen. It is fully as good in point of manufacture as the best Ottawa pine it has ever been my duty to inspect, and I have handled some of the choicest cargoes ever loaded. This is a general cargo as far as sizes go, and I can safely say that no fault can be found with a single piece of it. I am

satisfied Messrs. Crossman will soon take a place among the largest shippers of lumber from St. John to the River Platte. The demand for spruce lumber out there is ever on the increase."

FELLING A TREE.

FELLING a tree is an art. All woodmen agree that there is a "knack" or "sleight" about it. The man who leaves a "fox-eared" stump is a hacker and not a chopper. Usually there is very little that is commendable in the ways of woodmen. When they are careful, however, they should have the credit of it. It is quite the custom in the pine woods of Southern New Jersey to leave seed trees, and, what is still more commendable, they leave the smooth bark Pinus echinata) and not the rough bark pine (Pinus rigida). This is practising forestry in a very crude way. A few choppers burn the limbs after them that is, they fell a strip of trees to the left, then the neighboring strip to the right, so that the tops and limbs form a windrow. If the wind is right they burn it, and in that way reduce the danger from fire in summer, and destroy what may become a breeding place for pestiferous insects. A good chopper leaves the proper kind of stump. If it is pine there is no difference, since pine produces no coppice growth of value, and the stump soon decays. If it is oak or chestnut it is an important matter. A good chopper cuts a tree close to the ground and leaves a clean sloping top to the stump. If the bark is not split and the cut is clean it will not rot, and the coppice growth which follows will be healthier and in ten or fifteen years fit for fuel. There is no reason for using such large fire-wood. Although more tedious to cut in the woods, there is more of it in the same bulk, it is more easily handled, easier to cut and split on the wood-pile, dries quicker and makes a quicker and a hotter fire. The Forester.

The British Columbia Mills, Timber & Trading Co., of Vancouver, B. C., will put in four new planers in the near future.

Several specimens of railway ties made from British Columbia fir have been sent to China for inspection by the Chinese Government, there being a strong possibility that they will be adopted in the construction of new railroads.