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### INDIANA WALNUT.

Every day the fact becomes more apparent that walnut in Indiana, once the great walnut state of the union, is getting very scarce. Men who are as competent to judge as any, say that the standing walnut in the state does not exceed 3,000,000 feet, and much of this will not come into market right away, as it is held by farmers who are able to keep it, and do so with two objects in view—the trees on their farms beautify them, and they think that as walnut becomes scarcer it will command still higher prices. In sections which once produced the finest walnut lumber, the lumber cut from the logs now runs 90 per cent. to culls, which shows that the trees which can be got at all have been closely picked. In the earlier days of the state, walnut was an eyesore to the settlers. It caused them a great amount of trouble, because, when in log-heaps it was consumed with so much difficulty. Had some of the finest trees been allowed to remain, their worth to-day would have been more than the farms on which these trees once stood are now worth; yet it is not to be wondered at that the early farmers did not consider the prospective value of the wood. They thought it plentiful everywhere; moreover, the groves, in great part, were obliged to give way, in order that a living could be obtained from the soil. Not many years ago the largest trees went begging for buyers at \$3 and \$4 each, which are now worth \$100 to \$150 each, and even higher prices than these have been paid. The most valuable use to which the settler could put the wood was in making rails, and for this purpose, as a matter of course, the finest, straightest grained trees were selected. The trees that were not of this kind were put into the log-heaps and burned. There are any quantity of walnut rails, as straight as a gun-barrel, in Indiana, that have served in fences for 40 years and more, and they are as sound to-day as they were the day they were split. In fact a walnut rail will last until the weather beats it into atoms. They rarely rot, and without much doubt many of these rails will, in time, find their way to market, cut into convenient sizes, and the cabinet-maker who uses them will have the satisfaction of working very choice wood, and he will have no cause to grumble because it is not thoroughly seasoned.

—Northwestern Lumberman.

### SHIPPING FOR QUEBEC.

A correspondent, signing himself "Fair Play," writes as follows to the editor of the Newcastle, England, *Daily Journal*:—Sir, in a short time we shall have entered again into the season of activity, when chartering operations will have commenced for the supplies of Quebec timber for the current year, and I would earnestly urge shipowners interested in the trade to consider well the decline, and utterly ruinous

state, of what I may call their part of the business, before being led into any future engagements; and also to endeavor, if possible, to arrive at some understanding, or some unanimity of action, whereby they may be able to promote and protect each other's interests, as well as the value of their own property. The year that has just closed has been one of continued prosperity and profit to all connected with the trade except the shipowner, who, though he must know he constitutes a great power in the business, seems to accept with resignation the position as the inevitable, and so familiar does he appear to have become with the grinding and unjustifiably low freights of late years, that he may be said to be now acting more from custom than from reason. And yet for all this I cannot but think he has much himself to blame. In most things relating to commerce the market is regulated by the laws of supply and demand, and the value of a commodity is what it will bring; and it does seem almost inexplicable, and certainly most inconsistent, that while the business is so flourishing and profitable to others, and while, at the same time, wooden ships suitable for the trade are becoming more and more scarce, the rates of freights should each succeeding year continue at almost fixed figures utterly incompatible with any ideas of profit, and altogether insufficient for the purposes of providing the ever-recurring outlay for keeping up the efficiency of the vessels with the requirements of the Board of Trade; while, at the same time, however contrary it may appear, to the natural course of things, the value of the vessels themselves, instead of being enhanced by reason of the demand being in excess of the supply, has, in reality, declined to less than half what they were worth within a comparatively recent period. If the tonnage engaged in the trade were superabundant, it could easily be understood that not only the rates of freight but the market value of such tonnage, would be reflected in the nature of the circumstances. But take the facts of the present case. Upwards of 700,000 tons of wooden ships under the British flag have been removed from the registry within the last four years, so that, instead of a superabundance of tonnage, it is evident that a scarcity, which is sure to make itself felt, will be the ruling feature in the Quebec trade, until the supplies can be drawn from some other source than wooden ships; and it might be well for shipowners to remember, and merchants also, that although the opening rates of late years, and notably those of last spring, paralyzed the market for the remainder of the year, they had no sooner been accepted than the actual scarcity of tonnage, which at some time or other was imminent, became apparent, and continued up to the close of the season; so that in the end the rates which opened in the spring at 22s. and 23s. per load, closed in the fall at 33s. and 34s., and in some cases even higher.

The same influence will prevail in the present year, as ships cannot become more plentiful, because they are not in existence, and the trade has all the appearance of continuing as flourishing as last year."

### WEST VIRGINIA FORESTS.

Forestry Bulletin No. 25, relating to the forests of West Virginia, has a map of the state showing the distribution of forests with special reference to the lumber industry, and the following comments:—

The forests of West Virginia, with the exception of the belts of pine and spruce confined to the higher ridges of the Allegheny mountains, are principally composed of broad-leaved trees, the most important of which are the white and chestnut oaks, the black walnut, the yellow poplar and the cherry. The forests have been largely removed from the counties bordering the Ohio river, and the most valuable timber along the principal streams, especially the black walnut, cherry, and yellow poplar, has been culled in nearly every part of the state. The black walnut, found scattered everywhere in West Virginia, is least plentiful in the northwestern and Ohio river counties, and most abundant along the upper waters of the rivers flowing into the Ohio through the southwestern part of the state. Yellow poplar is found throughout the state, and is still abundant about the headwaters of nearly all the principal streams. Large bodies of cherry are found in Greenbrier, Nicholas, Webster, and other counties immediately west of the mountains. A large amount of hemlock is scattered through the valleys and ravines of the northeastern part of the state and along the western slope of the Alleghenies. The area still occupied by white pine is estimated to extend over 310 square miles, and to contain about 990,000,000 feet of merchantable lumber. The principal centres of lumber manufacture are along the Kanawha river, at Roncevert, Greenbrier county at Parkersburg, and along the upper Potomac. The lumber product of the state for the census year was 180,112,000 feet of lumber, 12,071,000 laths, 3,695,000 shingles, 41,992,000 staves, and 1,952,000 sets of headings, valued at \$2,431,857.

### FOREST PRESERVATION.

The *New York Tribune* says.—It is plainly a matter of national importance that certain forest reservations should be set apart in the Government lands on the Rocky Mountains where the Missouri, Columbia, and other great rivers take rise. And California is threatened with desolation so long as the evergreen woods of the Sierra Nevada and the coast range remain unprotected. New York has just begun to appreciate the value of the Adirondack wilderness as essential to the preservation of the Hudson, and New England must throw some safeguards about the forests of Northern

Vermont and New Hampshire if the Merrimack and Connecticut are to be saved. This is a forest problem which dwarfs in importance any consideration of the country's future supply of lumber or fuel. The answer we make to this obtrusive question will decide whether vast areas of this continent are to be desert or fertile. By wantonly violating the plain laws of nature man can make a healthful climate deadly, choke up navigable streams, and turn rich farm lands into an uninhabitable waste. Such destruction has been wrought in more than one portion of the Old World, and the time has come for us to heed these melancholy warnings.

### SOUTHERN LUMBER.

The *Lumberman's Gazette* says.—Arkansas, Mississippi and Louisiana will soon be called to supply the deficiency in timber now so fast disappearing from the North-west, and when these supplies begin to be drawn from the dawn of prosperity will come. Georgia and Alabama have for years been the champions of the yellow pine trade, and still have immense quantities of it standing, though at the rate it is being cut down the above mentioned states will soon be brought into requisition. In the days of slavery no one thought of developing either of the great industries of the present day, nor did they think of the vast wealth in their possession. Whole neighborhoods drew their lumber supplies from the old-fashioned water-power saw mill, or the primitive whip-saw. Now, however, thousands of saw mills, furniture factories, planing mills, spoke, handle, hollow-ware and waggon factories, cotton and woollen mills, machine shops, and every other mechanical industry carried on anywhere, find a place among southern industries.

### THE CALIFORNIA SUPPLY.

The state mineralogist of California estimates the quantity of lumber cut each year in California and shipped eastward at 70,000,000 feet Cordwood is sent in about an equal quantity. The heaviest drafts on the mountain timber have been for Nevada use. The Comstock lode alone required 1,000,000,000 feet. Notwithstanding this cutting, the replenishing goes on, and no fears are felt for a lack. The Truckee basin and the region around Lake Tahoe have been resorted to most for timber of any regions of the state; but they represent, it is said, but a small fraction of the timber-bearing surface of the mountains, say 20,000 acres out of a total of several million acres east of the main summit of the Sierra Nevada range. Estimates claim that there is timber enough on the eastern slope of the mountains, between Hope valley and Beckwith pass, to supply Utah and Nevada for half a century, not taking into the account the reproduction that is in progress.—*Lumberman's Gazette*.