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## THE LATE PETER THOMSON.

**M**R. PETER THOMSON, of whom we reproduce an excellent likeness in this issue, died at headquarters in Algonquin Park, on the 5th of September, at the age of 61 years. At the time of his death he occupied the position of superintendent of the park, having been appointed chief ranger in July, 1893, shortly after the passage of the act by the Ontario legislature setting apart the reservation as a national park, and promoted to the office of superintendent in May of the following year.

Mr. Thomson was born near Kingston. He served his apprenticeship to the carpenter trade, afterwards working in the United States, whence he returned to Canada and spent some time in Hamilton. From there he removed to the village of Ainleyville, now Brussels, in the county of Huron, where he spent the greater part of his life, working at his trade and taking building contracts in the village and neighborhood. About nine years ago he came to Toronto, where he continued to reside till appointed superintendent of the park. He was engaged in building operations in that city, his largest contract being the Arlington hotel. For two years before going to the park he was employed more or less by the Ontario government, in superintending the erection of bridges in connection with the colonization roads branch of the Crown Lands Department, a work for which he was well fitted and in which he gave great satisfaction to the department. After he was transferred to Algonquin Park he took a deep interest in that reserve, and had accomplished much in the way of improvement and in the general carrying out of the purposes which the government had in view in setting it apart.

Mr. Thomson lost both parents somewhat suddenly when young, and was thrown pretty much on his own resources to make his way in the world. He was well liked by all, and though in the heat of election contests, in which he always took an active part, he could hit hard blows for his party, after the battle was over he was on good terms with everybody.

The disease to which Mr. Thomson succumbed was paralysis. He belonged to the Canadian Order of Foresters and the Ancient Order of United Workmen, under whose auspices his funeral was conducted at his old home in Brussels. His wife died about ten years ago, and he leaves a family of grown-up daughters. By his death the government has lost a faithful and well tried servant.

## DEEP WATERWAYS AND THE LUMBER TRADE.

**A**T the recent Deep Waterways Convention at Cleveland two papers were read bearing on the relation of a deep waterway between the great lakes and the sea and the lumber trade. One was by Mr. R. R. Dobell, of Quebec, the well known timberman; the other by Mr. A. L. Crocker, President of the Minneapolis Board of Trade. The following are the papers, which will be found of much interest:

**EFFECT OF DEEP WATER BETWEEN THE GREAT LAKES AND THE SEA UPON THE EXPORT LUMBER AND TIMBER TRADE, BY RICHARD R. DOBELL, EXPORTER, QUEBEC.**

Perhaps there is no other article of western production that will derive so little direct benefit from the deepening of our waterways as lumber and square timber brought from Michigan and other points west of Lake Superior and Wisconsin. The reason for this I need not enlarge upon, when it is known that the bulk of the square timber which is made on the shores of the great lakes, when brought down to a shipping point, is only carried as far as Garden Island by barge, there loaded up and floated down the river, passing through

the rapids without the least damage, and so delivered in the booms at Quebec.

Unfortunately this trade is gradually being restricted, for the simple reason that the oak forests of Michigan, Ohio and Indiana are pretty nearly exhausted, so that it is difficult even now to get the average and size of logs necessary for the English market.

The large pineries of Michigan and other western points have also been pretty well cut through, and the enhanced cost now of standing timber makes the price for this pine too high for what can be obtained in England; the consequence is that the square timber exporting business is becoming less each year, and will soon be a thing of the past.

The lumber and deal trade is in much the same position. Fifteen years ago, very large quantities of deals were made in Michigan and sent forward to the English



THE LATE PETER THOMSON.

markets, and these no doubt, would have benefitted considerably if they could have been sent through without breaking bulk.

One of the greatest drawbacks in handling western lumber is that the large barges which carry the lumber to Kingston have there to discharge into smaller barges, which is more or less injurious to the lumber, and very often necessitates leaving portions of a barge-load for some other craft to carry down to Montreal. Here arises the necessity for a continuous deep channel from the lakes to salt water. A considerable saving would be effected in the cost if there were unbroken deep navigation out of the lakes, as lumber can be floated from any port in the vicinity of Michigan to Kingston at \$3.50 per M. feet, while the charge for the short distance from Kingston to Montreal, in small barges, is \$1.75 per M. feet.

If the large barge could go through direct, the bulk of this \$1.75 would be saved to the shipper of the lumber, and to the consumer ultimately.

With this, as well as in square timber, there is a falling off in the export trade, and it is now of such importance as would make it alone a feature to influence the carrying out of this work of providing deeper channels. For some years, no doubt, a certain quantity of western manufactured lumber will be sent to Europe, and it would probably stimulate this trade a little, and cheapen the cost, could it be sent through without breaking bulk

at Kingston, but the whole volume at present is not sufficient to make it much of an argument in favor of the expensive work required.

## DISCUSSION BY MR. DOBELL.

Mr. Dobell was asked to discuss the points of his paper. He said:

I do not think it necessary to detain you many minutes, because the paper which I prepared at the request of our very indefatigable secretary, is hardly of importance sufficient to occupy your time to-day. The bulk of our lumber trade is carried on in the manufacture of square timbers of oak from Michigan, Ohio, Indiana, and as far south as Arkansas, brought by railway to Toledo, taken in schooners to Garden Island, and rafted down to Quebec, where it is put into ships and sent to Europe. It is therefore quite necessary for our interest to have deeper waterways. I am not sure but we can trace Cleveland as being one of the off-springs of Quebec. Years ago Quebec had a large ship-building trade. For the last ten years we have not built one ship in Quebec. All the shipwrights and carpenters who were educated in Quebec were forced to come to these upper lakes and settle in Buffalo, Toledo, Bay City, Cleveland, Superior and Detroit. We therefore think that to some extent these cities are indebted to Quebec as the nursing mother of their industries. When I went to Quebec, nearly 40 years ago, we used to load from 1,200 to 1,500 sailing ships annually. When I left Quebec, less than a week ago, not one sailing ship had been in the harbor for five weeks. That trade has completely passed away from us, owing very largely to the depletion of the forests and the change of trade, against which Quebec has been powerless to combat. As far back as 15 years I claimed that Quebec was suffering as our far west is suffering to-day. When our canals were made in the earlier history of this country, they were thought to be quite sufficient for any future trade. At that time navigation from Quebec to Montreal could not be accomplished by any vessel of more than 400 to 500 tons. Now a steamer of from 8,000 to 9,000 tons passes from Quebec to Montreal. I believe that this very work which we are initiating to-day—the deepening of our lakes—will bring Quebec again in touch with your city of Cleveland and the far west, and will again enable Quebec to take her place as a shipping port of the great industries, not only for this country, but the whole of Europe.

Chairman McGinnis: A. L. Crocker, President of the Board of Trade of Minneapolis, will follow on the same topic:

## MR. CROCKER'S PAPER.

In preparing this paper, the attempt was first made to gather statistics of the world's lumber business, with prices and freight rates, then to make a comparison of the same with the resources, prices and freight rates of the lumber supply tributary to the great lakes as a transportation factor, with a view to developing what effect a more perfect navigation and lower rates would have in bringing the lumber of the great lakes into the markets of the world, and what part such lumber would play in those markets.

The meagre statistics obtainable precluded this plan. And, too, the fact that European markets cannot be compared in magnitude with our home demands and are largely supplied from north Europe, along with the fact that soft mahogany of the African west coast, existing in vast quantity and cheaply marketed, is now entering largely in consumption for many uses, and at prices that the high priced stumpage of the United States cannot compete with.

Limiting our views then, a glance will suffice to note