



DEVOTED TO THE LUMBER AND TIMBER  
INTERESTS OF THE DOMINION.

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PETERBOROUGH, Ont. JUNE 15, 1883.

CONSIDERABLE timber planting is being done in Unatilla county, W. T. Walnut, ash, boxelder, maple, white oak, and other trees flourish in that region.

THE Ashland Lumber Company, of Ashland, Wis., recently sold two cargoes of white pine deals to be shipped to Liverpool, England, by the Welland canal.

THE total lumber cut of Wisconsin and Minnesota last year exceeds four billion feet, representing the growth of 1,250 square miles. This is the largest cut in the history of the Northwest.

THE men engaged in driving the Swift river, in Maine, were discharged, and 5,000,000 feet of logs were hung up—probably for the season, it was thought, but recent rains have started the drive in good shape.

THE American Lumber Company, with mills at Dollarville, intends to ship 20,000,000 feet from St. Ignace, Michigan, this season. The company's mill at present cuts 80,000 feet a day, and its capacity will be increased to 100,000.

It is whispered in New York that a "corner," prominent in which are English capitalists, have bought the largest remaining tracts of black walnut lumber and expect to drive the rates high. In other woods the prices are very low.

THE Brandon correspondent of the Winnipeg Commercial says:—Mr. Grigg, of London, is about to build a large saw mill near the Brandon flour mills, he is the owner of large timber limits in the Riding Mountains, and he intends to do a large lumber business here.

AN Ottawa despatch says:—Large quantities of square timber are being shipped by rail to Quebec. It seems probable that before many years the bulk of the upper Ottawa cut will be marketed in this way. At present the freight rates are somewhat in excess of the cost of driving, but as soon as a sufficient number of properly constructed cars are placed on the line better rates will probably prevail.

THE Belleville *Intelligencer* says that about 300,000 feet of timber will be brought here this summer from Lakeside and Midland, over the Midland Railway, provided the streams which float the timber do not become so low that the drives cannot reach those places.

A KINGSTON despatch of June 5th, says:—During the last war there were discharged at Garden Island 180,000 feet of square timber, 100,084 pine staves, and 54,090 West India staves, which at the present market value would be worth the snug little sum of \$247,000.

IN buying wood-working machinery, the very best rule for guidance is that good old one, "the best is the cheapest." It don't pay to buy cheap materials or cheap workmanship, and cheap machines generally mean both of these. Cheapness is apt to prove an expensive investment in the long run.

A Montreal despatch says:—The deepening and widening of the Grenville and Carillon canals has been the means of stimulating a great increase in the traffic this season. Formerly barges carrying only 130,000 feet of lumber could pass through, whilst now vessels with a capacity of 400,000 feet can easily pass through.

A curious instance of the durability of oak recently came under our notice in an advertisement which announced a sale of old timber, taken from the bell-loft of St. Michael's Church, Heighington, Durham, the wood being about 450 years old. It is curious, after being in use during so long a period, that this oak should again come under the hammer for public sale.

WOOLLEN tooth-picks are now considered to be one of the necessary adjuncts of the hotel dinner table, and many of those persons who have occasion to use them have doubtless, more than once, wondered where they all come from. In the small town of Sebec, Piscataquis county, Maine, U. S., there is a factory which employs from 12 to 15 girls, and eight or ten men, and turns out daily a two-horse load of this little wooden implement. A thousand cords of poplar and birch wood are annually consumed at the factory.

AN Ottawa despatch says that large quantities of square timber are being shipped by rail to Quebec via the Canadian Pacific Railway. It seems probable that before many years the bulk of the Upper Ottawa cut will be marketed in this way. At present the freight rates are somewhat in excess of the cost of driving, but as soon as a sufficient number of properly constructed cars are placed on the line better rates will doubtless prevail. The first raft of the season has passed through the Chaudiere slides. It contained 94 cribs and is owned by Messrs. A. and P. White, of Pembroke.

MESSRS. Grigg & Macgregor are building a saw mill at Brandon. It will have a capacity of 10,000 feet a day to start with, afterwards to be increased, as the necessities of the business demand. The limit on Swan river comprises 32,000 acres, two-thirds of which are reported as heavily timbered. Unfortunately there is a portage of ten miles in order to reach the Assiniboine, the Swan flowing into the Winnipegosis; but once the business gets thoroughly established it is intended to construct a tramway to facilitate the transportation. It is estimated that the portaging with teams will cost about three dollars per thousand feet.

THE trees most valuable for the manufacture of wagon wheels are given as follows:—Black locust, rock elm, white oak, white birch, white elm, white gum. Black locust is placed first in the list, because of its great durability, and its having a solid compact fibre. It shrinks very slightly, only one-third as much as white oak, and less than any other in the list. It is susceptible of a high polish. The only objections to it as its extreme hardness, and the fact that glue does not readily adhere to it. In localities where wagons are constructed to carry all weights from one to fifteen tons it has stood the test when all others failed.

THE Oshkosh *Northwestern* says:—The Webster Manufacturing Company recently purchased an immense tract of hardwood land, containing 43,000 acres, about 50 miles from St. Paul, for which they paid in the neighborhood of \$300,000. The St. Paul company are going to run a branch of their road through it. The Webster company will at once build two large mills, a hub and spoke factory, and a barrel factory on the tract. It is expected that the timber will more than pay for the land, and the land itself, when cleared will be of immense value, it being of good quality and well located. No doubt they will make a mint of money out of this mammoth deal.

To give ordinary wood the appearance of the most beautiful specimens of walnut, adapted to the very finest cabinet work, the wood must first be thoroughly dried and warmed, then coated once or twice with a liquid composed of one part by weight of walnut peel, dissolved in six parts of soft water by heating it to boiling point, and stirring. The wood thus treated is, when half dry, brushed with a solution of one part by weight of bichromate of potash in five parts of boiling water, and, after drying, is rubbed and polished. The color is thus said to be fixed in the wood to the depth of one or two lines, and in the case of red beech or alder, for instance, the walnut appears the most perfect.

#### ENGLISH PROSPECTS.

The *Timber Trades Journal* says:—Up to the end of April our table gives the following results as to the following places enumerated:—  
London has imported less than last year up to April 30th by..... 23,130 loads  
Liverpool..... 7,427 "  
Hull..... 14,039 "  
Grimsby..... 11,454 "  
Hartlepool..... 8,614 "  
Newcastle..... 12,110 "  
Gloucester..... 1,620 "  
Lynn & Wisbech..... 4,717 "  
Total..... 86,611

short imported compared with the first four months of last year by only nine per cent, some of them not by any means first-rate, and many others might be added, but the difference is not sufficiently significant to be worthy of notice individually. On the other hand, some ports have essentially exceeded their last year's business up to the same date; but these are chiefly great depots for pit-props and mining timber, such as:—

Cardiff, which is in excess..... 11,294 loads  
Newport, still more so, with..... 14,302 "  
Swansea..... 2,145 "  
Portsmouth, which imported very short  
last year..... 1,422 "  
South Shields..... 6,695 "  
Total in excess..... 35,858 "

of last year; but as we stated in our remarks on the Board of Trade returns, May 12th, the whole shortage at the end of April, was about 127,000 loads behind last year. Nor do our reports since then indicate any increase in the rate of importation likely to have any considerable effect in reducing the figures ascertained as the quota of arrears up to that date. On the contrary a deficiency may be counted on also in May, in comparison of May 1882, unless the last week of it should be on a more plentiful scale of import than those that are already behind us. Nor can any established fact be more calculated to reassure the home trade than this of very moderate importation up to date, and if in June it be found that the supplies do not increase by comparison with last year, the trade will probably be considered in a very healthy condition, which is only a short step from prosperity. The only thing it has to fear is the pressure in the money market, which is liable to cause the country banks to restrict their business, and turn away paper they were accustomed to discount, and this is apt to cripple the trade of their respective neighborhoods, and cause prices to decline, as sellers desirous to realize are in such cases more plentiful than buyers anxious to lay in stock.

This is the cloud no bigger than a man's hand, that may by and by assume portentous dimensions, or it may blow over and leave trade to flourish without interruption.

Money regaining its usual equilibrium in this country and America—nor is it yet seriously

disturbed—a good fall trade may be safely predicted for those importers of timber goods who choose to limit their transactions to the customary requirements of the connection they have established around them, and fortunately at this time there is not much disposition manifested to enter into unadvised speculations, on the chances of what may turn up.

#### HOW TO SEASON LUMBER.

The *Journal of Commerce* says:—This is a subject of more than ordinary interest to all lumbermen and manufacturers just now on account of the constantly increasing demand for lumber. With but few exceptions either in Canada or the United States lumbermen have all exceeded their previous cut, and still the demand keeps pace with the production. This demand is kept up by the rapid development of the country, with which it is found difficult to keep pace. These rapid changes induce entirely new methods of business, and lumbermen realize that the old system of piling their lumber in their yards from one to two years, waiting for the wind, sun and rain to make the product marketable, is unprofitable and behind the times. They are consequently introducing the modern dry kiln and planing machines. Long shipments by rail are impossible unless the product is shorn of all superfluous weight. Sawings, edgings and trimmings can be more profitably used as fuel at the saw mill than by adding their weight to a consignment of lumber destined to a distant dealer, who will not pay as much for the rough as he would for the dressed. The same is equally true of the moisture contained in green or half dry lumber. No lumbermen can make it profitable to pay freight on water, and every thousand feet of green pine contains over 1,000 pounds of moisture that can easily be expelled by a few days' treatment in a modern dry kiln, which will leave the lumber in better condition than if seasoned in the open air, and much more acceptable to the customer, for the new process seasons the lumber thoroughly and without injury, which is not always the case with weather seasoning. Lumbermen and manufacturers unacquainted with the new dryer will probably doubt the practicability of drying lumber on a large scale for shipping purposes. It is a fact, however, and there are at least two hundred lumbermen in the United States that are taking their lumber green from the saw and drying with great profit for shipping and manufacturing purposes, and the system is being rapidly adopted by prominent companies in the Dominion. The kilns are usually placed in such a position that the lumber can be loaded on the cars of the kiln at the saws, and pass from them through the dry kiln and on to the dressing mill without further handling. Steam saw mills can use their exhaust steam as a heating medium, and mills driven by water power can have a boiler put in at small expense. The results attained through the medium of these dry kilns is astonishing. Elsewhere will be found the amount saved in freight, which is a large item on long shipments. Add to this the increased value of the lumber, as well as interest and insurance saved, and it will be found a first-class investment. On another page of this Journal will be found a cut illustrating these modern dryers, of which Mr. A. F. Barron of Montreal is patentee and builder for the Dominion.

#### THE WESTERN LOG CUT.

A dispatch from Brainerd, Minn., May 29th, says: By the returns of interested parties from a tour of inspection of the timber wilderness on the Upper Mississippi to-day the first authoritative reports are received of the cut of the winter and the progress of the drive. These make the following summary: The logs of eight out of twelve large operators, are hung up under various circumstances, and cannot get out without great rains; some not even then, as it is so remote, and the men have given up and gone home. The winter's cut of Blake Bros. of Minneapolis, 27,000,000, is among these, being hung up in Balsom Brook, and in Prairie River. The aggregate of logs thus hung up is 25,000,000 feet, which is one-fourth of the average crop which comes past Brainerd in the Mississippi annually. The rafts hung up or in jams in the tributaries are estimated at 80 miles;