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THE TIMBER RESOURCES OF THE RIVER COULONGE.

THE Coulogne river is one of the many large tributaries of the Ottawa, and therefore a great lumbering centre. It takes its rise about 125 miles to the north, not very far from the head waters of the Ottawa itself, and joins it about 80 miles above the capital, at the village of Fort Coulogne, one of the most beautifully situated spots on the Ottawa, with picturesque surroundings in the way of water falls, rapids, and many pretty islands.

The village of Fort Coulogne is also interesting as having been a trading station of the Hudson's Bay Company—that was in the early days. The old post is still standing on the banks of the river a mile or two from the village. It is now occupied as the residence of a retired Hudson Bay Company trader. The village is still the home of the Brysons, a family widely and favorably known on the Ottawa, where for fifty years they have been intimately connected with the lumber trade.

The Coulogne river is a continuous series of rapids and falls from its source to the outlet. Some of the falls are of considerable height, especially the last one, a few miles from the mouth. This one has been overcome by the erection of extensive dams and slides, the latter being thousands of feet in length. These improvements

were made by the government to facilitate the driving of logs and timber, and have been in use for over thirty years. They were the first and only improvements on the main stream until quite recent years.

In 1895 the late John Bryson organized an improvement company, called the Coulogne and Crow River Boom Co., for the purpose of improving the upper stretches of the river. Prior to this time the log drives from that part of the stream rarely got out in one season; but after the company spent a considerable sum of money in making reserve dams and side piers along the river, the difficulties of driving were greatly reduced, and now logs and timber run into the boom at the mouth in from

thirty to forty days from the very head of the stream.

THE COULOGNE A GREEN COUNTRY.

Any person who has travelled up other tributaries of the Ottawa, either by canoe or by the roads, must have often wondered where the lumbermen continued to get their supply of logs and timber, for as a rule there is not much else to be seen, from the usually travelled route, but brute waste in many places veritable seas of dry pine. A trip up the Coulogne is a refreshing change in this respect. One sees very much less evidence of the passage of the destroyer of pine the forest fire, which has wrought greater havoc than ever the axe has done.



SCENES ON THE UPPER COULONGE.—A LUMBER PORTAGE ROAD IN THE FOREST.

This contrast is especially noticeable on the upper section of the Coulogne, where, owing to the inconvenience of access, the squatter has not yet reached, and whose presence, it is to be hoped, the government and the lumbermen will not encourage.

The accompanying illustrations of scenes on the upper Coulogne will give the reader some idea of the vastness of the timber resources of this district. These illustrations were reproduced from excellent photographs and are of more than ordinary interest.

Supplies are put into the woods there during the winter months, and invariably and necessarily for one year in advance, as there are no summer roads into the upper country. Keep-overs are

built at various points on the limits where it is intended the next season's operations shall be, and the supplies are delivered to them from a central depot. The men are taken in early in the fall in boats and canoes just as they used to be forty years ago. Extra hands required for the drives to replace those of the winter hands who may not wish to stay for the drive are taken up in the month of April, just before the break-up.

The Coulogne belongs to that pine belt which lumbermen speak of as a country which stands cutting. For upwards of forty years the axe has been at work there. Katt upon raft and logs by the hundreds of thousands have been continuously coming down this river, and yet it is not cut

out; in fact, it stands to-day the most important of all Ottawa's feeders.

The quantity of standing pine may safely be put down as at least one billion feet board measure, besides which there are large quantities of spruce and cedar.

As previously mentioned, the head waters of this stream and the Ottawa are not far apart. Lumbermen have not yet made the last move north. When they do it is not unlikely that a railroad of about thirty miles length will be built to connect the waters of these two streams and divert about five hundred millions of pine into the Coulogne. A saving in the drive could be effected of about 300 miles.

RE-FORESTRY.

A year or two ago we heard much about re-forestry, and the planting of young pine on waste lands was advocated. There are thousands of miles on the Coulogne, Black and Dumoine and other streams where no planting would be necessary, for it is already growing up with a second crop of pine, which, although it may never reproduce the class of trees now being cut away (for that would require a couple of hundred years growth), will furnish a supply of eight and ten inch logs useful for local requirements in about thirty or forty years, providing fire is kept out. If our government would properly inform themselves in regard to these areas of young pine, and spend some money in protecting them, it is said