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QUEBEC PINE LANDS.

In introducing the resolutions as to Quebec pine lands, which we have already published, the Hon. Commissioner of Crown Lands spoke at some length in support of his measure, and pointed out very clearly the necessity which existed for such legislation. During the course of his remarks he presented some very important statements, notably one indicating the number of acres sold and free grants alienated since Confederation up to the 31st December, 1880, which was as follows:—Total number of acres sold, 1,642,238; free grants, 346,011; total, 1,988,249; collections, \$560,275.05; expenses, colonization roads, \$1,327,338; surveys, 306,996; salaries and disbursements, \$255,588; commission, \$47,031; postage, \$11,053; total, \$1,947,857. On collections the average price per acre was 34 cents; on sales, \$623,357, price per acre 37 cents. This statement shows that the expenses have been three and one half times over the amount collected. The annual average collections on the item of woods and forests since confederation has been \$403,668, and on account of Crown Lands, \$42,608 annually. The hon. gentleman then compared the exports of lumber from the province for the last twelve years, with those of Ontario in the same time, which showed that our export of lumber has surpassed that of Ontario by fully 50 per cent. Mr. Flynn also alluded to the great loss which the province sustained through fires, and quoted from the *Canada Lumberman* to show that during the last year it was estimated that Ontario had lost from \$10,000,000 to \$15,000,000, and the Ottawa Valley alone in the vicinity of \$5,000,000 from this cause. He pointed out at some length the great interest which the province had in keeping the Crown lands always in good condition and putting an end to the reckless waste which has taken place for a number of years.—*Montreal Gazette*.

STAVE BOLTS AND ELM LOGS.

DETROIT, April 13.—A meeting of the National Stave Exchange was held at Toledo yesterday, at which a large number of firms in the different States were represented. In addition to other business connected with the Association, the following preamble and resolutions were unanimously adopted:

"Whereas, on the 13th day of October, 1880, Mr. H. F. French, then Acting Secretary of the Treasury, on an appeal from a firm engaged in importing large quantities of cut barrel staves from Canada under the fraudulent name of 'sugar cask staves,' did issue an order reducing the duty on barrel staves from 20 per cent. (which under the tariff of 1862 has been the rate for more than eighteen years) to 10 per cent., or one half.

Whereas, under the stimulus given to Canadian manufacturers by this large, sudden, and entirely unexpected reduction in duties and also

by fraudulent invoices, reducing the duty actually paid to about 5 per cent. on the real value of the staves, a large number of stave mills were established in Canada, even some American capitalists, with indecent haste and questionable patriotism rushing into Canada to take advantage of the aforesaid erroneous and unjust decision.

Whereas, said decision threatened very serious and permanent injury to all stave manufacturers in the United States dependent on Canada for the whole or a portion of their timber supply, and those whose products came into competition with the products of Canada.

Whereas, the Hon. C. J. Folger, Secretary of the Treasury, did on the 25th of February, 1882, render a decision restoring the former interpretation of the Act of 1862, and thereby the duty on barrel staves to 20 per cent.

Whereas, certain Canadian manufacturers are making extraordinary efforts to induce the Dominion Government to impose an export duty on stave bolts and heading bolts of \$1 per cord, and on elm logs of \$2 per thousand feet in retaliation, because the import duty on staves has been restored to the rate fixed by Act of Congress twenty years ago.

Therefore resolved, if the Dominion Government shall impose an export duty on staves, heading, and hoop timber, it will be the duty of the United States Congress to increase the import duty on these commodities sufficiently to more than offset the effect of said export duty, and fully protect the American manufacturers.

Resolved, that being engaged in an honorable and necessary business, having full faith in the disposition and power of our Government to strike blow for blow when necessary in order to protect and defend its citizens against injuries designed to be inflicted on them by foreign Governments in any form, and having also entire confidence in the zeal and fidelity of our Senators and Representatives in Congress, we will go on with our business, having no fears of any permanent injury from hostile legislation without or within.

PUGET SOUND LUMBER.

The demand for Puget Sound lumber is rapidly increasing, and the mills are all behind their orders. When a bill is wanted for a very large structure the stuff has to be ordered several weeks in advance. The capital invested in the lumber business of the Sound district is over \$40,000,000. The machinery used in the mills is of the most modern make, gangs and circulars being employed. The sawdust is carried by machinery and emptied into the furnace as fuel. The waste is burned in unquenchable fire, as it is in eastern mills. Though the annual output of Puget Sound lumber is 300,000,000 feet, and the industry has been prosecuted for quite a number of years, the tim-

ber already cut can hardly be missed. Several million acres of this timber land are accessible to Sound waters and the rivers flowing into them, and the building of railways will open up to accessibility millions more. There are no freshets about the Sound to sweep away logs or mills. The tides of the Sound waters rise a given height year in and year out. The mean high tide is 14 feet, and the extreme high tide is three feet higher. Logs are always floated on a rising or a receding tide. The price of logs is uniform at all the mills, being \$5 a thousand for lengths under 60 feet, and from \$5 to \$12 between lengths of 60 and 140 feet. The price of lumber at the mills is also uniform, being \$10 a thousand for good cargo lumber, and from \$14 to \$22 for cedar, dressed. Hardwood lumber is worth about \$25 a thousand. The building of railroads that are projected will call for a large amount of lumber, timber and ties from Puget Sound, and this demand is to be a great stimulant to production. The lumber interests of the Sound district is largely in the hands of powerful monopolists, who have the notion that a dark policy is the better one for them. They are averse to giving any statistics of production, and look coldly upon the emigrant. But the time will come when the solid shell of these monopolists will be broken, and the wealth of the Puget Sound region thrown open for the benefit of an immigrant trade. The completion of the Northern Pacific railroad will do the business for the monopolists.—*Northwestern Lumberman*.

WORM-EATEN WOOD.

A number of worn and worm-eaten pieces of wood were lately shown at the Public Works Department. They were specimens of wood which had been in use as piles and fenders on government wharves and breakwaters on the Atlantic and Gulf coasts, and had been sent to the department as illustrative of the necessity of the frequent renewal of timbers in these constructions.

One was a piece of hemlock timber from the railway wharf at Point Ducheno, N. B. This piece, which has been in use as a fender, put on in 1873 and removed last year, was, by the ravages of the worms and the incessant action of the sea, reduced to about one-half its former circumference, excepting the knots, the hardness of which had preserved them intact, giving them the appearance of a decayed tree, having the limbs lopped off about six inches from the stem. Another, a part of a pile taken from Digby, N. S., had in fourteen years' exposure to the worms become completely useless for strengthening purposes, while a section of a pile driven at Shediac, N. B., in 1878, had in only three years been so perfectly honeycombed as to be seemingly unable to withstand its own weight. Other pieces of spruce hemlock were also seen in various stages of destruction and decay,

showing the incapability of these descriptions of wood to resist the ravages of the destructive little creatures. It is not only the weakening of the timber by the perforations of worms that renders it useless in a short time, but the wood having once become porous thereby, it is rendered susceptible to the continuous action of the water, and is thus worn down with wonderful rapidity. These worms vary in size in different waters, and the appearance of a similar wood exposed for any length of time in the waters of the Gulf and those of the Atlantic Ocean, might be compared to that between the finer and coarser varieties of sponge. Some kinds of wood are more impervious to worms than others; thus in localities where spruce and hemlock timber would, in a short time, become thoroughly worm eaten, birch and elm would remain intact for years, yet in all cases it is but a matter of time, and only solid stone is of sufficient durability and strength to withstand effectually the ravages of these worms and the constant wearing of the waters.—*Scientific American*.

THE DISPUTED TERRITORY.

The following is a return to an address of the House of Commons, dated 1st March, 1882:—For copies of all Timber Licenses and Mining Licenses issued for cutting timber or mining within the disputed territory west of the meridian of the east end of Hunter's Island; also copies of all leases or grants of mill sites or other water privileges; also a statement of the number of acres granted in each year in the same territories to date.

| | LEASE. | |
|---|---------------|--|
| 1875—Fuller & Co. | 38,400 acres. | |
| 1876—Stephen H. Fowler | 64,000 " | |
| 1878—W. J. Macaulay | 48,000 " | |
| 1880—W. J. Macaulay | 16,000 " | |
| SALE. | | |
| 1881—Keewatin Lumbering and Manufacturing Company | 296 " | |
| LICENSES OF OCCUPATION. | | |
| 1881—Keewatin Lumbering and Manufacturing Company | 30 " | |

The North American Timber Fleet.

At Greenock and Port Glasgow vessels employed in the North American timber trade are now being fitted out, preparatory to sailing for the St. Lawrence early in April. The prospects this spring are as yet not very encouraging, the rate of homeward freight offering being low, while cargoes are said to be scarce, owing to the absence of the usual snow fall in Canada interfering with the timber being floated down from the interior. The gales in the Atlantic last fall worked considerable havoc among homeward timber-laden ships, and the fleet, consequently, is this year likely to be somewhat restricted. The pioneer of the North American sailing fleet, the well known ship *Roseneath*, 734 tons, has sailed from Glasgow for Halifax, N.S., with a full cargo of general merchandise.—*Glasgow Herald*.