

THE CANADA LUMBERMAN

VOLUME XXII.
NUMBER 11.

TORONTO, CANADA, NOVEMBER, 1902

TERMS, \$1.00 PER YEAR
Single Copies, 10 Cents

THE TEMISKAMING AND NORTHERN ONTARIO RAILWAY.

Within the past month the Commission appointed by the Ontario Government has awarded the contract for the construction of the Temiskaming and Northern Ontario Railway, an undertaking of great interest to lumbermen and to the public generally. The successful tenderer is Mr. A. R. Macdonell, of Glengarry, who has been engaged in railway construction for a number of years. The portion of the road now placed under contract will extend from North Bay to New Liskeard, a point on Lake Temiskaming distant about 110 miles. The contract is for clearing the right of way, bridging, grading, ballasting and track-laying. It does not include the building of a telegraph line nor the erection of stations. The Commission will furnish the steel rails, which will be 80 pounds to the yard, the fastenings for the same and the steel superstructure for the bridge over the Montreal river. The timber along the right of way is to be manufactured by the contractor into ties, culvert timber, fence posts and telegraph poles, but as there will not be sufficient timber along the right of way for this purpose, a separate contract will be entered into for probably 200,000 ties, which will be sufficient for the first 60 miles of road which are to be completed by the end of next year.

For almost the entire distance the road will pass through an essentially white pine forest, practically none of which has been placed under license. In addition to white pine, however, there is a considerable quantity of spruce, balsam and hardwoods, the latter chiefly birch and maple. About 40 miles from its southern terminus the road will enter the Temagami forest reserve, passing directly through the reserve and reaching what is known as the Temiskaming Land Settlement. Recently there has been a very rapid settlement of this region, until the surveyed land is now largely taken up. The timber in the Temiskaming settlement is varied in character, although spruce predominates. It provides the chief source of revenue for settlers while clearing their lands. It is estimated that the settlers in this district last year disposed of spruce, tamarac and cedar to the value of \$80,000. The E. B. Eddy Company, of Hull, is reported to have purchased 14,000 cords of

pulp wood at an average value of \$2.25 per cord, the other timber going principally to J. R. Booth. This was apart entirely from the operations of lumbermen in the vicinity. It may be explained that two or three townships in the Temiskaming district are under timber

kaming and the Abitibi river spruce and poplar were found in abundance. A few miles north of the Black river, north of the height of land, a clay belt was met with, the timber on which was chiefly spruce and poplar, averaging 12 to 14 inches in diameter, but many of the poplars were 20 inches. Balsam, balm of gilead, and white birch were also found in some quantity.

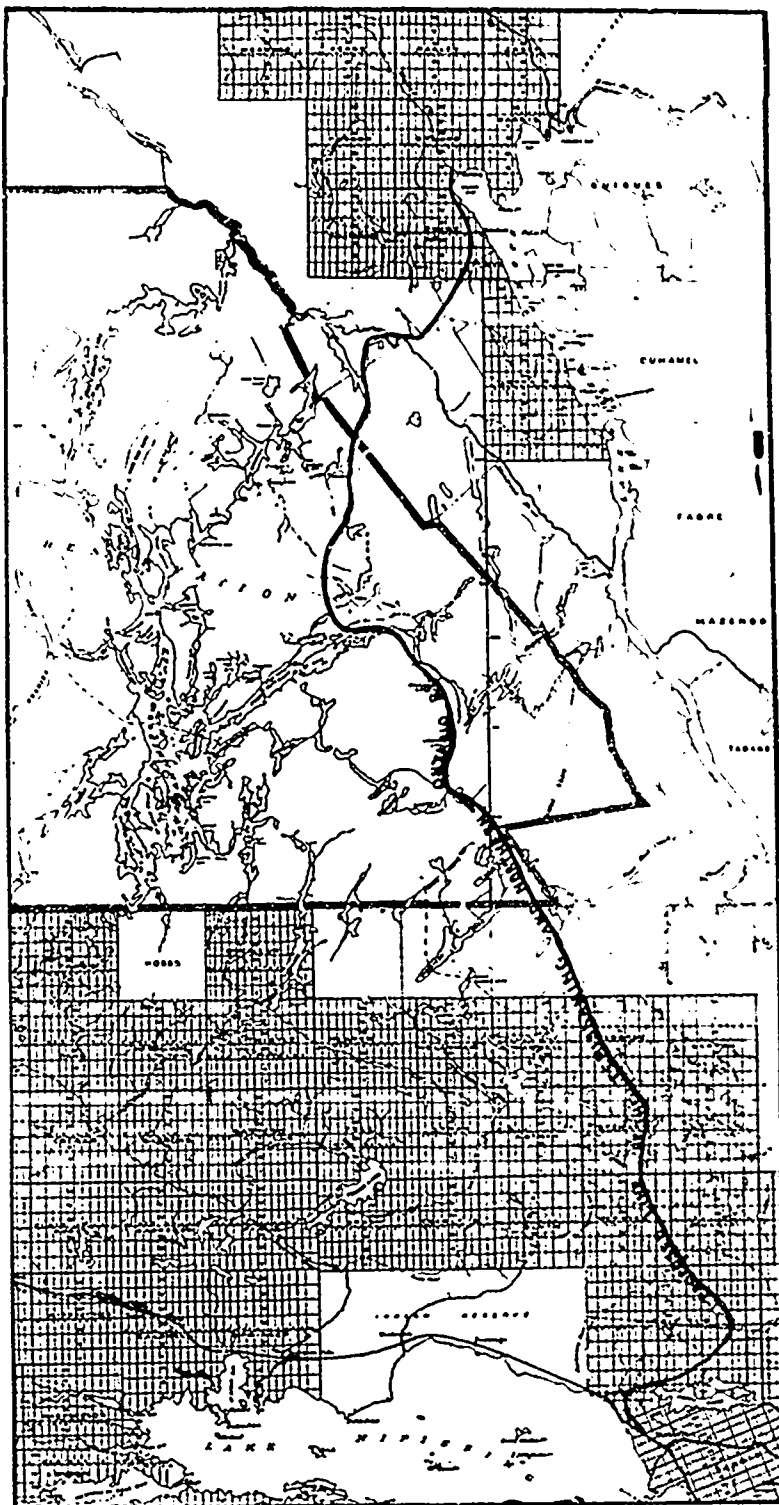
The Commission is understood to be considering the relative advantages of operating the railway by electricity and by steam. It is claimed that, in view of the danger of forest fires resulting from locomotives, the government should adopt electricity. Persons who are familiar with the territory through which the road will pass doubt the practicability of the employment of electricity and state that the location of the road is not the most advantageous for operation in this manner, as it would be necessary to transmit the power a considerable distance. There is no doubt but that every precaution should and will be taken to protect the forests from fire. South of the Land Settlement timber limits extending back five miles from the shore of Lake Temiskaming have been operated for many years, and some of these limits recently changed hands at large figures.

To what extent forest fires are caused by steam locomotives is a debatable question. It is contended in some quarters that steam locomotives carefully screened and kept in proper condition afford little danger of fire. The Canada Atlantic Railway, for instance, runs two hundred miles through a heavily wooded country, and we are informed that during the last six or seven years no fires of any consequence have been attributed to the railway.

A protection which will doubtless be taken with the new line is the clearing of land on each side of the railway for a distance of about 200 feet. The employment of fire rangers should also be resorted to, and as for some distance the road will pass through the Temagami reserve, which is well patrolled by a

staff of fire rangers, we have an assurance that the matter of protection from fire will receive that consideration which it deserves.

The Warton Lumber Company are rebuilding their mill at Barrow Bay, Ont., which was recently destroyed by fire.



ROUTE OF THE TEMISKAMING AND NORTHERN ONTARIO RAILWAY.

license to Ottawa Valley lumbermen, who have operated thereon for some years past.

Eventually, of course, the road will be extended beyond the height of land, where the great spruce territory is reached. A preliminary report by T. B. Speight's surveying party states that in the country between Lake Temis-