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The Canada Lumberman

DEVOTED TO THE LUMBER AND TIMBER INTERESTS OF THE DOMINION.

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NOT ALL PROFIT.

THOSE not engaged directly in getting out and manufacturing lumber are inclined to think the lumbermen of Canada are having a big time just now. But on the present occasion, as on so many others, "all is not gold that glistens." Were the enhanced prices now being obtained, as compared with a few years ago, all profit, they would indeed be having a good time. But such is very far from being the case. If the selling price of lumber has advanced, the cost of getting it out and manufacturing it has also sensibly advanced, and, as a consequence, the "margin" between the two is much less than many would suppose. Of course the lucky men who carried over considerable stocks from last year are doing well, but, upon the logs taken out last winter, and now being got to the mills and manufactured, every item of expenditure has increased in quite as great, if not greater ratio than the price of lumber. This being the case, it will be obvious that any set back in prices within the next twelve months might prove disastrous to those who seem to be on the high road to fortune. While we do not think there is any immediate danger of such a set back, a word of caution certainly can do no harm—either to employer or employed. With regard to those employed in the trade it may not be out of place for us to remind those of them, who see the *Lumberman*, that while they are entitled to share in the existing "boom," their employers have to encounter many slips twixt the cup and the lip between the time the tree is felled and got to market, and unless he keeps a decent margin ahead of him, he is very apt to come out at the small end of the horn by the time the seasons operations are wound up. During a period of high prices, like the present, such a margin is particularly necessary. Granting that the expenses in getting out the stock now on hand is moderate as compared with ruling prices, these prices cannot be realized for months to come, and in a great many cases until next year, so that the employer has to consider, not so much the present value of lumber, as what it may be twelve months hence, and the higher the price now, the greater the room for a fall before he can get his present stock off his hands. Caution and moderation should therefore be the motto of the employer and employed.

FORESTRY.

THE Council of the Agricultural and Arts Association offer special prizes this year for essays on "Forestry, including best methods of preserving our present forests, and the varieties of trees best suited for forest planting." These essays are not to exceed twenty pages of foolscap in length, and are to be sent into the Secretary of the Council, (Henry Wade, Toronto,) not later than the 15th August, so as to be examined by a committee, the prizes awarded and the prize essays read at a public meeting to be held during the Provincial Exhibition, on Wednesday evening the 21st of September. The prize for the best essay is \$30, for the second best, \$20.

TORONTO.

From Our Own Correspondent.

TORONTO, July 25.—From the contents of my last letter you will doubtless expect to hear that lumber shipments at this port are now fairly booming; but, alas! for human hopes, this we of ours is full of disappointment, and in this instance the fond expectations of the lumbermen has not been realized; in fact, matters are worse to-day than at any period of the season's work. True, the gauge of the road has been changed, and it seems difficult to find out what is the exact trouble at present. Some assert that the company have not engine power sufficient to do the work required, but this the company deny positively; others affirm that it is the want of rolling stock, a large quantity of flats being still unchanged from the broad gauge to the narrow. My impression is that the latter is the main cause of the present delay, and much difficulty is said to have been experienced through the heating of the boxes on cars that have been lately changed to the present gauge. So much trouble has this caused the company that trains have frequently had to be divided, and a portion left at some station a considerable distance north of this city, and shippers are now declaring that patience with them has ceased to be a virtue. Inspectors working at different points of the road have in many cases had to return home, one of whom I heard soberly declare that he had travelled the entire length of the road in search of empty flats, and failed to find one on any part of the line. One thing is certain, unless the present state of things is soon changed, this season's business will be a losing game. The retailers are grumbling furiously because shippers get a preference in their application for cars, and there is no doubt but that the railroad companies favor shippers at the expense of those doing a local trade. So much so has this been the case that many of the yards are entirely out of desirable portions of their usual stock, and this just at the time when building is unusually brisk is certainly vexatious. Let us hope, however, that another week or two will so improve prospects, as to at least partially remove the state of ill-feeling existing in the minds of those having business relations with the company. There is no doubt, as remarked in my last letter, that the railroad company made a serious blunder in changing the gauge of the road just at the commencement of the busy season, but they are now striving to remedy their mistake as far as possible by using strong efforts to get all the rolling stock changed as quickly as circumstances will allow, so as to meet the demands made upon them for cars as far as lies in their power. Local dealers now shipping over the Midland and G. T. R. to this place find no difficulty in disposing of all the lumber they bring in, and this will continue to be the case while the dearth for empty flats continues on the other road. There are several firms doing a good carload trade on the local market, noticeable among whom is the firm of J. & F. N. Tennant, formerly of Barrie. They have the reputation of being liberal buyers and close sellers, and their success in consequence is doubtless assured, and being men who look sharply after their business, they will deserve all the success they may obtain. I will in future letters mention the names of other enterprising firms doing wholesale local and shipping trade. In my last letter I promised to give you the total quantity of walnut sold and worked up in this city, and after considerable trouble in collecting figures, I find that there is sold and con-

sumed in this market, in round numbers, something over 2,000,000 feet of walnut, which may be put down at an average price of \$80 per M., thus making a total investment in this class of wood alone of \$160,000.00, and the trade in this and other fancy woods is rapidly increasing. How long the forests of this continent will stand the yearly drain now being made in the above and other woods is hard to predict, but unless an extensive system of replanting is soon entered upon, the end may be much nearer than many people imagine.

Freights to Oswego remain about the same, with some tendency on the part of vessel owners to accept slightly lower rates on lumber, as there are always a large number of vessels seeking lumber freights that are unfit for the grain carrying trade. Shingles have at last taken a leap upwards, and are now selling from the yards at \$2.75 per M. for XXX, and if the present scarcity continues a still higher price will have to be demanded. Dealers have at last been convinced of the folly of selling by retail at wholesale purchasing prices, and it would have been money in their pockets had they consented to have raised their prices earlier in the season. The same quantity, or nearly so, would have been disposed of, and some remuneration for their labor; and I would again remind retailers that just so long as they consent to remain in an isolated position, without any recognized organization amongst themselves, just so long will this haphazard mode of doing business continue, and I venture to say, without fear of contradiction, that there is no other class of dealers on the face of the earth to-day who would so long allow this state of affairs to continue.

LATEST QUEBEC NEWS.

SHIPMENTS OF LUMBER—RECENT TRANSACTIONS. PRICES CURRENT.—MINING NOTES.

From Our Own Correspondent.

QUEBEC, July 25.—So far as the shipment of lumber goes, this is about the dulllest period of the summer. The early arrivals, generally spoken of as the spring fleet, are mostly on their return voyage, and the vessels now in port are not, generally speaking, taking in very large quantities of timber or deals. It is too early yet to speak of the prospects for the fall fleet, but no matter how large may be the sailing of timber vessels for Quebec this fall, cargoes will be found for all, providing present expectations are realized, and that the heavy transactions of the past few weeks are repeated a few times from now to the close of navigation.

The very large yield of deals from the mills of Messrs. Baptist & Co., of Three Rivers, have been lately purchased by Messrs. R. R. Dobell & Co. of this city. The prices paid have not yet transpired.

The most accurate idea that can be given of the prices current of deals may be formed from the figures paid in the latest transactions, the principal of which are given elsewhere.

OAK.

Only two sales of oak worth reporting have been recently made in this market. One dram of Ohio oak, 76 feet average, has changed hands at 49 cents, and it is understood to-day that another sale has been made of 100,000 feet, though the prices are not made public.

In the absence of sales to report, the following market prices may be of interest:—American pine staves, fair specification, \$320 per standard mill; West India white oak, \$72 per standard mill; West India red oak, \$64.

MINING NOTES.

Scarcely a week passes but the discovery of new signs of mineral wealth in this Province attracts the attention of scientific men and mining experts. Only a few days since there was found quite close to the line of the Lake St. John R.R., about 15 miles from this city, beautiful specimens of white plaster (sulphate of lime.)

Mining operations in the gold district of Beauce have been materially interrupted of late by want of water, occasioned by the late drought. The streams are now well replenished, however, by late rains.

MESSRS. R. & G. STRICKLAND are now shipping over the Midland and Grand Junction Railways, from Lakeside to Belleville, a raft of 150,000 feet of timber, which is said to be the finest ever sent from these parts.

A NEW LUMBER COMPANY.

THE MIDLAND AND NORTH SHORE LUMBERING AND GENERAL MANUFACTURING CO., (LIMITED).

The *Lindsay Post* says:—A meeting of a number of gentlemen interested in the new lumbering and manufacturing company, to be formed with headquarters at Lindsay, was held at the Benson House on Monday, and satisfactory progress made in the project. Among those present were Hon. T. N. Gibbs, (Oshawa); R. C. Smith, Port Hope; A. P. Poussette, D. Ulyott, Peterboro; J. D. Smith, Fenelon Falls, and J. A. Barron and Needler & Sadler, Lindsay. The capital stock is to be \$750,000, in shares of \$100 each, and nearly one-half of this amount has been taken and paid already. From the notice in the *Ontario Gazette* we gather that the company is to be called "The Midland and North Shore Lumbering and General Manufacturing Co., Limited," and that the objects for which incorporation is sought are the acquisition of pine timber limits and lands in the Province of Ontario by purchase or otherwise; the conducting of the business of lumberers and timber merchants, including the purchase, preparation, manufacture, transport and sale of timber, lumber, shingles, lath and pickets, broom handles, matches, pulp, doors, sashes and blinds, pails, tubs and wooden ware, furniture, agricultural implements, mouldings, boxes, railroad and other cars, ties, cordwood, fence rails and posts, telegraph poles, staves and barrels, axe handles, wagons, carts and lumber dryers; the building of vessels, ships and boats, docks and piers; the planing and dressing of lumber, and the erection and purchase of mill privileges, water powers, mills, saw mills, buildings, machinery, coves, booms, booming grounds, utensils, horses, cattle, boats, vessels, and many other things. The operations of the company are to be carried on within the Province of Ontario, and the town of Lindsay is to be the chief place of business. The applicants and directors are Messrs. Dalton Ulyott, G. A. Cox, A. P. Poussette, Hon. T. N. Gibbs, Jas. H. Beatty of Thorold, R. C. Smith, Malcolm McFargall of Parry Harbor, and J. A. Barron of Lindsay.

It will be seen that car-building is one of the lines of industry to which the company proposes to have power to give its attention, and that being the case, it may be well that the superior advantages of Lindsay for such industry should be brought before them. The committee on manufactures might take some action in the premises.

LONGFORD MILLS.

From Our Own Correspondent.

Business at this point is at present booming. The logs of the Longford Lumber Company have all arrived safely in Lake St. John at the mills. The Dominion Bank logs reported stuck will be very near all got out of Black River. The two mills are running to their full capacity cutting up to the average of other years. Some difficulty was experienced for some time past in getting lumber forward to Toronto, owing to the scarcity of rolling stock on the Northern Railway during the time of the change of gauge. At present a full train a day leaves the yards loaded with lumber for Albany and other points. One hundred and twenty men are employed at the mills and yards, and up to the present no difficulty has been experienced in getting what men were necessary to keep this large staff replenished, owing largely to the cordial good feeling existing always there between employers and employees.

The burners erected here by Mr. Wm. Hamilton, of Peterboro, are an immense success, devouring the entire refuse of both mills like chaff and with perfect safety from fire. Sales of lumber are going on satisfactorily. Prices have advanced steadily. The large quantity of cull lumber held here was disposed of recently to an American firm at fair prices.

At the annual meeting of the Longford Lumber Company held recently a resolution of condolence with the families of the late Mr. John Thomson and Mr. T. W. Buck were unanimously passed, owing to the death of these two prominent gentlemen of the Board of Directors.

The circulation of the CANADA LUMBERMAN is over 2,000 copies. Advertisers should note this