

CANADA'S EARLY TIMBER TRADE.

The following interesting account of the origin of the Canadian timber trade was given by the lecturer on Trade and Commerce at the British American Business College, Toronto:

During the French regime little or nothing was done towards the utilization of the forest wealth of this country. The French recognized the grand possibilities in the forests of the new colony, and in their dreams of naval greatness, saw material for building and equipping fleets for commercial and military purposes. Regulations were issued to protect the trees from fire, but the forests of New France were considered as a future rather than a present source of wealth.

After Canada was ceded to England but little attention was paid for many years to its forest wealth. Northern Europe supplied the manufacturing world with wood, and as this trade was carried on almost exclusively in British ships, Englishmen were content to let well enough alone. Norway, Sweden, Denmark, Russia, were all consumers of British goods, and lumber afforded the exporter a convenient cargo for the return voyage. But in the wars which England waged during the latter part of the eighteenth century with several countries of Europe, inspired by Napoleon, the Baltic trade came abruptly to a close. Napoleon, in a gigantic project, known as the "Continental System," sought to strike a death blow at British trade by closing the ports of Europe against her ships. The politics of Europe at that time favored an alliance of Russia, Denmark and Sweden with France and Spain, against Great Britain.

Although the "Continental System" soon came to grief in face of the aggressive policy of Great Britain, the project served to impress upon her rulers the importance of developing trade between the different parts of the Empire. The North American colonies were looked to as the source of raw material, with the result that in 1800, 2,000 tons, and in 1810, 125,300 tons of Canadian timber were shipped to the ports of England. At this time England taxed the importation of timber, and in the new policy of colonial development, a preferential tax favoring the colonies was established. In 1809 heavier duties were levied upon the timber of the Baltic, while the duties upon Canadian timber were almost entirely repealed. The following year, in 1810, the duties upon the timber of Northern Europe were doubled, while in 1813, after navigation in the Baltic was again free, an addition of 25 per cent. was added to the already heavy duties. When the various duties on European timber were consolidated by the Act 59 Geo. III., c. 5, they amounted to £3 5s. per load in British ships, and £3 8s. when carried in foreign bottoms. These excessive duties, as might have been expected, gave rise to many complaints in England. The tax was almost prohibitive, and shippers, it is found, found it profitable to load timber in the Baltic, carry it to a Canadian port, and from there send it as Canadian timber to its destination in the United Kingdom.

The complaint was made that not only were English consumers compelled to pay more for their timber in assisting Canada, but English producers had lost valuable markets. The value of the exports to Sweden under this system of taxation declined in five years from £511,000 to

£46,000 in value. This extraordinary falling off in commerce was due to the advance in shipping charges consequent upon the decreased number of vessels visiting the Baltic. The tonnage of British vessels arriving in the United Kingdom from the Baltic, which had reached 428,000 tons in 1809, fell to 242,000 tons in 1814. As a result of an investigation before the committees of the Lords and Commons on the foreign trade of the country, the duties were reduced from £3 5s. to £2 15s., while a duty of 10s. was laid upon the timber of North America. But this reduction was not sufficient to offset the difference between the cost of Baltic and Canadian timber. In 1845 the shipments from the Baltic were nearly one-third less than in 1809.

HON. R. R. DOBELL,

TIMBER MERCHANT AND STATESMAN.

It must be a source of gratification to lumbermen that one of the members of the council appointed to administer the affairs of our fair Dominion should have been chosen from among



HON. R. R. DOBELL.

their number, in the person of Hon. Richard Reid Dobell, whose portrait is herewith presented.

In lumber circles the name of R. R. Dobell is familiar throughout Canada and Great Britain, the subject of our sketch being the senior partner of the large exporting firm of Dobell, Beckett & Co., of Quebec, with branch house in Montreal. The business across the Atlantic is carried on at London, under the firm name of Richard R. Dobell & Co.

Mr. Dobell is an Englishman by birth, having been born in Liverpool in 1837, and is therefore 59 years of age. His father, George Dobell, was a successful tradesman in that city. Receiving his education at Liverpool College, he came to Canada when twenty years of age and settled in the city of Quebec, where he has resided ever since. For many years he successfully carried on business as a timber merchant under the name of Richard Dobell & Co. In 1885 a change of partnership took place, and the firm has since been known as Dobell, Beckett & Co.

Mr. Dobell has been associated in politics for many years, but on the occasion of the by-election in Quebec West in April, 1895, he signalized his defection from the Conservative party by standing as an independent candidate against the Con-

servative nominee, Mr. Thomas McGreevy. This contest was very close, the returns giving Mr. McGreevy a very small majority. At the late Dominion election, however, he again offered himself for public honors, this time being returned by a substantial majority. Mr. Dobell has always sought to promote the prosperity of the city in which he lives. He served as President of the Board of Trade, and was delegated by the Dominion Board of Trade to organize a conference in London to consider the advisability of a closer fiscal policy between Great Britain and her colonies. He was a member of the Executive Council of the Imperial Federation League in London. Since the re-organization of the Quebec Harbor Commission by the Government he has been a member of that body, and was largely instrumental in forwarding the construction of the Louise basin and docks.

In religion he is a member of the Church of England. He married Miss Elizabeth Frances, eldest daughter of the late Sir David Macpherson.

THE VALUE OF ADVERTISING.

ONE of the largest advertisers in London says: "We once hit upon a novel expedient for ascertaining over what area our advertisements were read. We published a couple of half-column ads, in which we purposely misstated half a dozen historical facts. In less than a week we received between 300 and 400 letters from all parts of the country, from people wishing to know why on earth we kept such a consummate idiot, who knew so little about English history. The letters kept pouring in for three or four weeks. It was one of the best paying ads. we ever printed, but we did not repeat our experiment, because the one I refer to served its purpose. Our letters came from school-boys, girls, professors, clergymen, school-teachers and, in two instances, from eminent men who have a world-wide reputation. I was more impressed with the value of advertising from those two advertisements than I should have been by volumes of theories."—Exchange.

When adjusting the piston, put it exactly in the center of the cylinder. If but the thickness of a piece of writing paper out of the center, do not call it good enough, but have it just right.

After you have taken a piece out of the main belt, or any other belt that you may have charge of, watch the bearings next to it closely for half a day, as the belt being tighter may cause them to heat.

The production of Argentine hardwoods has increased from a value of \$21,071 in 1875 to \$1,603,203 in nine months of 1895. That country abounds in a vast amount of hardwoods suitable for cabinet work and other purposes, but it requires capital and enterprise to develop the full timber resources of the region. Much of the timber is far back in the Chaco regions of the Parana and Paraguay rivers, which renders the cost of getting the product to market greater than capital has yet been able to undertake on an extensive scale.

In Harbor Springs, Mich., there is a large and flourishing wood toothpick industry. White birch is exclusively used in the manufacture of the toothpicks, and about 7,500,000 are turned out daily. The logs are sawed up into bolts each 28 inches in length, then thoroughly steamed and cut up into veneers. The veneer is cut into long ribbons three inches in width, and these ribbons, eight or ten at a time, are run through the toothpick machinery, coming out at the other end, the perfect pieces falling into one basket, the broken pieces and refuse falling into another.